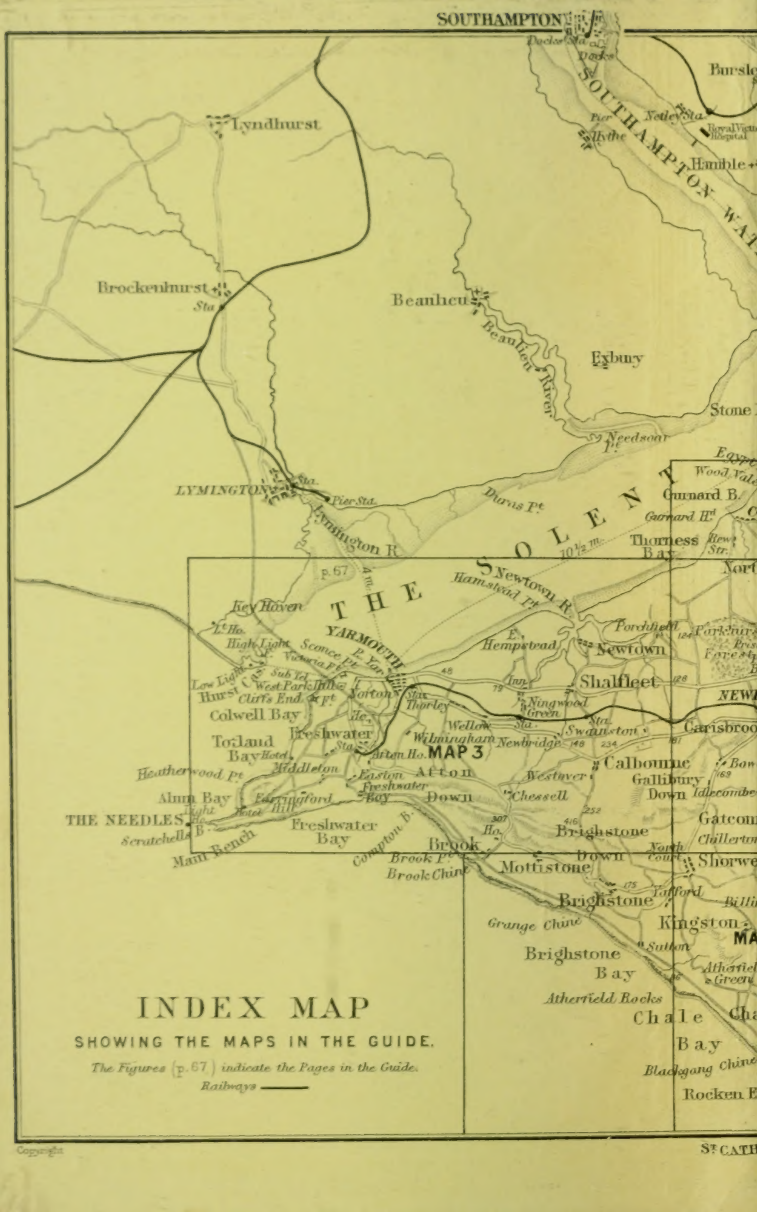
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THOROUGH GUIDES

ISLE OF WIGHT.

BRIEF
DA
00 55516


SOUTHAMPTON
Lyndhurst
Brockenhurst
Beaulieu
Beaulieu River
Exbury
Stone
LYMINGTON
Lymington R.
Pier Str.
Needsoar Pt
Gurnard B.
Thorness Bay
THE SOLENT
Newtown R.
Hamstead Pt
Key Haven
YARMOUTH
Hurst Castle
Hurst
Colwell Bay
Freshwater
Totland Bay
Alum Bay
THE NEEDLES
Scratchell's B.
Main Reach
Heatherwood Pt
Middleton
Easton
Freshwater Bay
Compton B.
Afton
Down
Brook
Brook Pt
Brook Chine
Hamstead
Newtown
Shalfleet
Ningwood
Swainston
Newbridge
Calbourne
Westover
Chessell
Brighstone
Mottistone
Brighstone Down
Grange Chine
Brighstone Bay
Atherfield Rocks
Gallibury Down
Idlecombe
Kingston
Shorwell
Chale
Bay
Blackgang Chine
Rocken E
MAP 3
INDEX MAP
SHOWING THE MAPS IN THE GUIDE.
The Figures (p. 67) indicate the Pages in the Guide.
Railways


FAREHAM
Sta.
Titchfield
Fareham
Sta.
HAVANT
Sta.
Portchester
Mus.
Sta.
Horsea I.
Pewit I.
Portsmouth Harb.r
PORTSEA ISLAND
Whale I.
Langstone Harb.r
HAYLING ISLAND
Calshot Light
Lee on the Solent
Sta.
Sta.
GOSPORT
Sta.
PORTSMOUTH
Sta.
Hayling
Bramble
Lee Pt.
Alverstoke
Sta.
Southsea
Sta.
Pier
Hospital
Comberland Ft.
Stokes Bay
Gilkicker Pt.
Southsea Cas.
SPITHEAD
Osborne Ho.
Osborne B.
Fort
Dean
Whippingham
Wootton
Fishbourne
Binstead
Ho.
Fort
Dean
Dean Elbow
Wainer Light
RYDE
Lof Wight Coll.
Puckpool Pt.
Nettlestone Pt.
Sea View
Apley
Nettlestone Green
Fairy Hill
Priory
St Helens
Nodes Pt.
St Helens Green
Bembridge Pt.
Bembridge
Nab Lights
Foreland
Ashey Down
Ashey
Sta.
Arreton
Knighton
Wootton
Sta.
Wootton Bridge
Swanmore
Hatch Street
Sta.
MAP I
Staplers Hill
Whippingham
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Newchurch
Sandown Jun. Sta.
Sta.
Sandown
Lake
Sandown Bay
Godshill
Sta.
Inn
Sandford
Shanklin
Shanklin Chine
Appuldurcombe Ho.
Sta.
Wroxhall
Luccomb Chine
Chine Head
Whitwell
Sta.
Hamstead Cas.
Bonchurch
DUNNOSE
St Lawrence
Sta.
VENTNOR
Steep Hill
Beauchamp
Marbles
Pennal Pt.
Brunel Pt.
Culver Cliff
White Cliff Bay
Princess a.
Arreton
Blackwater

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For full particulars of routes see the "British Road Book," Vol. I., published by the Cyclists' Touring Club, 47 Victoria Street, Westminster, S.W. Price 4*s.* to members, or 10*s.* 6*d.* to non-members (post free). This club is open to amateurs of both sexes, and offers great advantages to its members. The entrance fee is 1*s.*, and the annual subscription 5*s.* A British and Irish Handbook is published, giving hotels and lodgings where discounts or low prices are charged, repairers, and a great deal of other useful information. Price 1*s.*

The Royal Automobile Club (119 Piccadilly, W.) adopt the C.T.C. Road Books, which are supplied to their members at 1*s.* more than is charged to C.T.C. members. Nearly every good hotel now has a garage, but, where otherwise necessary, we have indicated the same in the routes given.

The "Contour Road Books" of Messrs. Gall and Inglis, too, are very useful (for this Guide, S.E. Division. Price 2*s.*).

The "Car Road Book," published by the "Car Illustrated." Price 12*s.* 6*d.* Lists of hotels, repairers, routes, and a road map of Great Britain and Ireland.

"The Best Ways out of London," from Auto Club. Price 1*s.* 6*d.*, postage 2*d.* Includes also list of worst hills in England. Route plans and key.

We give the road approaches from London, Bristol, and Birmingham to Southampton, Portsmouth, and Lymington, afterwards dealing with the

Isle of Wight Roads. "These," says the C.T.C. Road Book, "differ materially from those on the mainland, the most marked peculiarities being their very 'up and down' and sinuous character, their extreme narrowness in parts, and the frequency of short steep pitches (or 'shutes' as they are locally termed) occurring at unexpected points. There is little level ground, and there are also very few long and steep hills which may be classed as absolutely unrideable, and such as are often met with in the southern counties. All the steepest hills occur on roads the direction of which is north and south; a longitudinal section—*i.e.*, taken through roads crossing the Island from east to west—shows a much more even or undulating surface as distinguished from the serrated or jagged line on a cross section of the Island. The roads are, in the main, of gravel, and owing to faulty construction and bad system of repair the surface is often wet and muddy, or very loose; in the summer months they are also greatly affected by heavy tourist traffic. Those roads which cross the range of chalk downs, traversing the centre of the Island from Brading westward, are composed of flint and gravel, and under normal conditions are among the best; with this exception the roads in the western portion of the Island may be considered superior to those in the other parts."

Isle of Wight.—Pink Inset.

We have endeavoured to indicate dangerous hills on the map opposite page i by the use of three-feathered arrows. These should only be attempted by those possessing two good brakes. The list is not a long one:—

Between *Shanklin and Bonchurch* there are hills of this character in both directions.

Between *Ryde and Ventnor* (*viâ* Newchurch), the descent southward from Ashey Down and the drop into Ventnor.

Between *Newport and Bembridge* (*viâ* Ashey Down), the descent from Brading Down to Brading.

Between *Calbourne and Carisbrook*, the descent to Carisbrook.

Between *Newport and Shorwell*, the descent to Shorwell.

Between *Newport and Ventnor* (*viâ* Whitwell), the descent of St. Lawrence shute.

The routes are all given in tabular form as being most easy of reference. The pages relating to each place in the Guide are given in one of the columns of the Isle of Wight routes. After each route will be found a reference to the *gradients*, and a list of reliable *repairers*.

Railway Rates.—(Accompanying owner, and at their own risk.) From London (Victoria, London Bridge, Waterloo) to Lymington—Bicycle, 2*s.*; tricycle, 4*s.* From London (Victoria, London Bridge, Waterloo) to Ryde or Cowes—Bicycle, 2*s.*; tricycle, 4*s.*

On the Island. All I. of W. Railway Stations—Bicycle, 6*d.*; tricycle, 1*s.* All I. of W. Central Stations—Bicycle, 6*d.*; tricycle, 6*d.* I. of W. and I. of W. Central Station—Bicycle, 9*d.*; tricycle, 1*s.* 2*d.* I. of W. or I. of W. Central and Ryde Pier—Bicycle, 9*d.*; tricycle, 1*s.* 6*d.*

Steamer Rates (when accompanied by owner, and at their own risk). Lymington Pier to Yarmouth—Bicycle, 6*d.*; tricycle, 1*s.* 2*d.* Portsmouth Harbour Pier to Cowes—Bicycle, 6*d.*; tricycle, 1*s.* Portsmouth Victoria Pier to Ryde—Bicycle, 6*d.*; tricycle, 9*d.* Southampton to Cowes—Bicycle, 6*d.*; tricycle, 1*s.* Southampton to Ryde—Bicycle, 6*d.*; tricycle, 2*s.*

The prevalent winds are south-west, and these are often of such power that to ride against them is always the reverse of enjoyable, and on the "Downs" of the Island, to pedallers well-nigh impossible, whereas, if time cannot be wasted and the rail used, so as to start from the western limit of one's ride, the day's outing is made enjoyable, and in a good "Sou'wester," you will often find yourself "freeling" *up* hills.

The Roads.—Class I. is a superior, broad, and well-constructed road. Class II. is the ordinary main road. Class III. is of inferior construction, and generally narrow and hilly.

Abbreviations in the following routes:—F.S. = fair surface. B.S. = bad surface. G.S. = good surface. L. = loose. Un. = Undulating. (R.) = Reliable for all repairs. B. = bumpy. Ex. = excellent surface. D.P. = Direction post. L.C. = level crossing. X. = Cross roads. Cas. = castle. Ch. = church.

Isle of Wight.—Pink Inset.

APPROACHES.

London (H. P. Corner) to Southampton (Royal Pier).

(See "Surrey and Sussex" and "South Hants"—in preparation—Guides.)

ROUTE A.

Height above Sea.	Place.	Mileage. Intermediate.	Mileage. Total.	C.T.C. Hotels (others in Italics).	Remarks, Surface, Places of Interest, etc.
Feet.					
50	London (H. P. Corner) ..	..	..	.. ..	B. Heavy traffic. Very narrow in Brentford.
200	Bagshot	26	26	*Kings' Arms.*	F.S. At "Jolly Farmer" (27½ *m.*) keep right.
200	Hartley Row	10½	36½	.. ..	Left at Hartford Bridge (35½ *m.*). One mile beyond Hartley keep right.
300	Basingstoke	9¼	45¾	Great Western, Red Lion.	F.S., but very un. all the way to Winchester.
150	**Winchester**	17	62¾	*George, Black Swan,* Market, Star, Oriel (Temp.).	F.S. *Cathedral,* etc. St. Cross Hospital (63½ *m.*).
20	**Southampton** (Pier) ..	12¾	75½	Royal, Royal Pier, Cent. (Temp.), *Dolphin.*	Ex. sur. Hilly. Walls, bar, institute, docks, etc.

Gradients.—There are none requiring mention on this route. **Road.**—Class I. to Basingstoke, Class II. on to Winchester, then Class I.

Repairers.—*Bagshot,* S. W. Evans (R.). *Camberley,* J. H. Smith, London Road (R.). *Basingstoke,* F. Watson, 50 Wote Street (R.). *Winchester,* A. W. Hansford, Jewry and Kingsgate Street (R.); and L. Sharland, Jewry Street (R.). *Southampton,* Hendy and Co., East Street (R.); Birmingham and Coventry Cycle Co., Above Bar (R.).

Isle of Wight.—Pink Inset.

London (H. P. Corner) to Southampton (Royal Pier).

ROUTE **B.**—To Bagshot, as in Route **A**, thence to left at "Jolly Farmer" Inn, 1½ *m.* further on, to—

Height above Sea.	Place.	Mileage. Intermediate.	Mileage. Total.	C.T.C. Hotels (others in Italics).	Remarks, Surface, Places of Interest, etc.
Feet.					
400	Aldershot	9½	35½	*Queen's, Royal Imperial*, etc.	G.S., but deteriorates. The Camps.
240	Farnham	3	38½	*Bush, Lion and Lamb*, Rail-	B.S. Castle.
350	Alton	9½	47½	Conduit's (Temp.). [way.	G.S. Go left at Chawton.
200	Corhampton	14¾	62¼	.. ..	G.S. Thence by right-hand road to
20	Southampton	14½	76¾	See above.	G.S. Hilly.

Gradients.—None of consequence. **Road.**—Class I. to Alton, Class II. onwards.

Repairers.—*Farnham*, two repairers on entering the town, M. and J. Tily, Castle Street. *Alton*, A. Debenham, Market Square; E. C. Enticknap, Normandy Street (R.). **Southampton**, see above.

ROUTE **C.**—To Hartlet Row, as in Route **A**, thence to **Alton**, 48½ *m.*, and on to **Southampton**, as in Route **B**, 78 *m.*

ROUTE **D.**—To Alton, as in Route **B**, thence right after Chawton over hill (700 feet) *via* **Alresford** and Itchen Abbas to **Winchester**, 66 *m.*, and **Southampton**, 79 *m.*

ROUTE **E.**—To Alton, as in Route **C**, thence *via* **Winchester**, 67 *m.*, to **Southampton**, 80 *m.*, per Route **D**.
Of these Routes, **A** is shortest and easiest, but **D** is most interesting and picturesque.

London (Westminster Bridge) to Portsmouth (Victoria Pier).

(See Guide to "Surrey and Sussex.")

ROUTE A.

Height above Sea.	Place.	Mileage. Intermediate.	Mileage. Total.	C.T.C. Hotels (others in Italics).	Remarks, Surface, Places of Interest, etc.
Feet.					
50	London	..	..	.. ..	*Via* Kennington Road, Stockwell, Clapham and Wandsworth, Kingston and Esher to
100	Ripley	23¾	23¾	*Talbot.*	Ex. from Ditton, paved to Wandsworth. Ockham Church, left.
120	Guildford	6¼	30	Angel, *White Hart, Lion.*	Ex. Castle, Abbott's Hospital, Ch., Guildhall, turn left *via* Quarry Street.
160	Shalford	1¼	31¼	Inn.	Ex. St. Martha's Chapel.
170	Godalming	3	34¼	Angel, *King's Arms.*	Ex. Very pretty scenery.
850	Hindhead	7¼	41½	*Royal Huts,* Cobham Dairy.	Ex. Devil's Punch Bowl. View N. and N.E.
200	Petersfield	13½	55	*Dolphin,* Red Lion.	Ex. Fine country. E. Meon Ch.
60	Cosham	18¼	68¼	*Swan.*	Ex. Hilly. Forts on Portsdown Hill.
30	Portsmouth	4¾	73	Grand Parade, North's (Temp.), *George,* Royal.	Very B. Town Hall, dockyard, "Victory," Southsea, etc.

Gradients.—These are never excessive. The descent into Guildford requires care, and the long rise to Hindhead is trying. Compensation comes in the run down towards Liphook. Care is required descending to Cosham. **Road.**—Class I. throughout.

London (Westminster Bridge) to Portsmouth (Victoria Pier).

ROUTE **B.**—To **Farnham**, as in Southampton Route **B**, 38 *m.*, thence to—

Height above Sea.	Place.	Mileage. Intermediate.	Mileage. Total.	C.T.C. Hotels (others in Italics).	Remarks, Surface, Places of Interest, etc.
Feet.					
280	Woolmer	10	48	*Prince of Wales Inn en route.*	F.S., Un. Woolmer Pond, Selborne off to right (3 *m.*).
200	Sheet	6½	54½	.. ..	F.S., some loose. Pretty road. Church.
200	Petersfield	1¼	55¾	.. ..	See Route **A** to Portsmouth, 74 *m.*

ROUTE **C.**—To **Corhampton**, 62¼ *m.*, as in Southampton Route **B**, thence to

100	Wickham	6½	68¾	King's Head.	G.S., Un. Church.
40	Fareham	3½	72¼	Red Lion, Golden Lion.	G.S., Un. Right opposite Red Lion and leave by Quay Street.
	Portsmouth, *via* Cosham, Route **A**, or to **Gosport** and ferry (rider ½*d.*, cycle 1*d.*, tricycle 3*d.*; every 10 min. till 11 p.m.), 78½ *m.*				

Repairers for A, B, C.—*Kingston*, H. Horsman, Acre Road (R.); Letzer and Jordan, London Road (R.). *Guildford*, G. Rice (R.); Mursell Bros. *Wickham*, A. Page, The Square. *Portsmouth*, Peckham, Osborne Road (R.); Rose, Southsea (R.).

Of these Routes, **B** is the easiest, but less interesting than **A.**

Bristol to Lymington or Southampton.

(See Guides to "Bath and Bristol" and "South Hants"—in preparation.)

Isle of Wight.—Pink Inset.

Height above Sea.	Place.	Mileage. Intermediate.	Mileage. Total.	C.T.C. Hotels (others in Italics).	Remarks, Surface, Places of Interest, etc.
Feet.					
50	Bristol (Bridge)	..	..	Central Temp., Park Street; Full Moon, North Street; Lyndale, Berkeley Square.	Leave city by Victoria Street. Follow tram to Brislington.
100	Bath	12½	12½	Full Moon, Fernley (Temp.), Egremont (Temp.).	G.S. Guildhall, Roman bath, Colleges, etc.
400	Warminster	18½	31	Bath Arms.	G.S. Hilly. Minster.
330	Heytesbury	4½	35½	*Red Lion.*	Ex. Church.
200	Stapleford	10½	45¾	.. ..	Ex.
150	Salisbury	6¾	52½	County, Red Lion, Ye Olde Belle.	Ex. Cathedral, Old Sarum, Museum, Cross, etc.
100	Landford	10	62½	Inn.	Ex.
120	Cadnam	5	67½	*John Barleycorn Inn.*	G.S., some loose. Rufus Stone.
180	Lyndhurst	2½	70	*Crown*, Stag, etc.	F.S., some loose. New Forest, Church, Mote [Hall, etc.
75	Lymington (Sta. and Pier)	9	79	Angel, Londesborough, Anglesea (Temp.).	Ex.
	Or Landford to **Southampton**, 73 *m.*, *via* Brook and Totton.				

The Road is Class I. to Salisbury, Class II. beyond. **Gradients.**—A little care is required at *Keynsham*, 5 *m.* out. Thence there are two stiff rises on to *Salisbury*—namely, *Limpley Stoke Hill* at 18 *m.* (1 in 14) and *Black Dog Hill* at 27 *m.* (1 in 16). There is also a rise beyond *Stapleford*, 45¾ *m.* Out of *Salisbury* there are two successive rises, but rideable. Beyond *Landford*, *Bramshaw Hill* is 1 in 15, and at *Buckland*, 1½ *m.* outside Lymington, the descent is 1 in 15.

Repairers.—*Bath*, Jelf and Co., 7 Newark Street (R.); The Cycleries, J. Thomas, Walcot Street (R.). *Warminster*, Machinery Co., George Street (R.). *Salisbury*, A. Edwards, High Street (R.). *Lyndhurst*, Haynes (R.). *Lymington*, Croucher (R.); Vince (R.).

Birmingham to Southampton.

Height above Sea.	Place.	Mileage. Intermediate.	Mileage. Total.	C.T.C. Hotels (others in Italics).	Remarks, Surface, Places of Interest, etc.
Feet.					
400	**Birmingham** (G.P.O.) ..	..	..	Grand, Colmore Row; Imperial, Temple St.; Victoria (Temp.), Corpor'n St.	Leave by New Street. Right into High Street. Right side Bull Ring, right to Camp Hill. Tram lines to Sparkhill.
270	Henley in Arden	15	15	Old Three Tuns.	B. to Ex. Pretty road.
150	Stratford-on-Avon ..	8	23	Fountain (Temp.), Victoria (Temp.).	Ex. Shakespeare's House, Church, Memorial, River, Hathaway's Cottage, etc.
230	Shipston	10½	33½	Bell, George, White Horse.	Ex. Rollerick Stone, and L. Compton.
700	Chipping Norton	11½	44½	Fox, Victoria (T.), W. Hart.	G.S. Rollerick Stone. Hilly. View!
300	Woodstock	9½	54½	Bear, King's Arms.	F.S. Blenheim Park, Marlborough Column.
200	**Oxford**	8	62½	Clarendon, Eastgate, Castle (Temp.). King's Arms.	F.S. Colleges, river, Bodleian Library, etc.
200	Abingdon	6½	69	Queen's, Crown and Thistle.	G.S. Abbey, Church, County Hall.
280	Newbury	20	89	Queen's, White Hart.	B.S. Church, Town Hall, battlefields, Castle, Priory, etc.
200	Whitchurch	13	102	White Hart.	B.S. "Seven Barrows," 7 *m.* from Newbury.
150	Winchester	12	114	Market, *Star*, Oriel (Temp.).	G.S. to F.S. Cathedral, etc. "St. Cross."
20	Southampton	12½	126½	Royal, Royal Pier, Cent. (Temp.), etc.	Ex. Walls, bar, docks, etc.

The Road.—Class I. to Oxford. Class III. on to Newbury. Class II. thence to Winchester, then Class I.

Gradients.—Just beyond *Shipston* 1 in 14 down, otherwise easy to *Oxford*—in fact, all downhill except at Slape Bridge. Easy to Steventon, then hilly. Down into East Ilsley, 6 *m.*, on 1 in 11. Danger! Beyond Newbury there is a 1 in 11 rise after running down from Whitway, and afterwards continual hills, though none of any serious steepness, all the way to Winchester. Then easy!

Repairers.—*Henley*, R. Newcombe (R.). *Stratford*, Bolland and Co. (R.). *Shipston*, Sale, Hands. *Chipping Norton*, Morrison (R.). *Oxford*, Collier's, St. Aldgate's (R.); Coxeter and Sons, Broad Street (R.); Cycle Co., St. Giles (R.). *Abingdon*, Vernon. *Newbury*, Strandling and Plenty (R.); Martin and Chillingworth (R.). *Whitchurch*, Sampson (R.). *Winchester*, Handsford (R.); Sharland (R.).

ISLE OF WIGHT ROUTES.

I.—Round the Island from Cowes.

STAGE I.—WESTERN SIDE.

Maps, *pp.* 82, 67, and 46.

The Roads.—All Class III. except small portions near Cowes, Totland, Alum Bay, and Freshwater Gate, and out of Ventnor.

Gradients.—Nearly every ride in this Island provides tiresome "ups and downs." Up from Ningwood is 1 in 16, and up to Norton 1 in 14–15. Up from Totland Bay 1 in 16. Down to Freshwater Gate 1 in 13. Descent to Brook 1 in 11–12! Ascent to Blackgang 1 in 14. Descent 1 in 13. Ascent to Sandrock 1 in 12! Descent into Ventnor 1 in 11. *All these require more care than is apparent on paper owing to the sinuous and narrow roads.*

Repairers.—*Cowes*, Clarke and Blackford (R.); Cheverton (R.). *Freshwater*, Dowty and Son, School Green (R.). *Ventnor*, Hitchman, High Street (R).; Chiverton and Bishop, Spring Hill (R.).

Height above Sea.	Place.	Mileage. Intermediate.	Mileage. Total.	Reference Pages in Guide.	C.T.C. Hotels (others in Italics).	Remarks, Surface, Places of Interest, etc.
Feet.						
20	W. Cowes (Landing Stage)	..	..	69, 70	Gloster, Dolphin, *Marine.*	G.S. Yacht club, Solent, Parade, etc. Turn right and along front.
157	Debourne (Cross Roads) ..	1¼	1¼	70	.. ..	G.S. past Prince's Green. View over Solent. Turn right.
50	Gurnard (Bridge)	1	2¼	70	*Gurnard Hotel.*	F.S. View over Solent. Turn left through Rew Street.
60	Skinner's Grove	1½	3½	—	.. ..	F.S. Turn right, and again right at next direction post. Hilly.
46	Porchfield	2	5½	56	*Inn* on right.	G.S. Turn left, and beyond Lock's Green bear right. At fork turn right.

Round the Island from Cowes—*Continued.*

Height above Sea.	Place.	Mileage. Intermediate.	Mileage. Total.	Reference Pages in Guide.	C.T.C. Hotels (others in Italics).	Remarks, Surface, Places of Interest, etc.
Feet.						
46	Newtown	1½	6⅝	55	*Noah's Ark Inn.*	F.S. Ancient capital. Ch. Town Hall!
40	Shalfleet	1⅞	8⅛	55	*New Inn.*	Ch. Return nearly to inn, and turn right to main road, then right at fork.
55	Ningwood	1	9⅛	53, 54	*Inn.*	F.S. Geologists turn right out to Hempstead Cliff, 2 *m.*
20	**Yarmouth**	3¼	12½	53	*Pier, Bugle,* Butler Refreshment Rooms.	G.S. Market House. Castle. Over Yar Bridge(cyc., 3*d.*; mot., 6*d.*) turn left.
136	Norton	1½	13⅞	54	*Inn.*	F.S. At fork turn right. View! Fort.
70	Colwell Bay	1⅝	14¾	67	*Colwell Bay Hotel.*	F.S. Chine to right. Geology (*pp.*63–66).
100	Totland Bay (P.O.) ..	¾	15⅝	65	*Totland Bay Hotel* to right on cliff above pier.	G.S. Chine. Cliff walks.
180	Alum Bay (Hotel)	1½	17⅛	62	*Royal Needles,* on cliff.	G. to F.S. Chine and cliffs. Geology (*pp.* 62–65). Walk to fort.
200	Stoats	1½	18⅝	—	*Inn.*	B.S. At fork take right, ½ *m.* beyond Stoats, first to left.
100	Poundgreen	⅞	19½	58	.. ..	F.S. past station. Farringford House (*p.* 60).
70	Freshwater Church ..	1	20½	58	*Red Lion.*	F.S. Back to station and further on turn left and right at X.
20	**Freshwater Gate** * ..	1½	21¾	59–61	*Freshwater Bay, Albion, Saunder's (Temp.).*	Turn left at Stark's Hotel, through Easton. Sea view.

* Cross to east side of bay. The road directly up the Downs straight on is the one (Military Road, *pp.* 46, 47) for geologists riding to Blackgang, as the shore can be tapped at the remunerative spots, the machine being left "in cover" on the cliff. This road is not, however, a pleasurable one. It is good for some miles, then rapidly deteriorates. It joins the main coach road at Chale. Ordinary cyclists and motors in any case turn to left, and at X to right up past Afton Farm.

Height above Sea.	Place.	Mileage. Intermediate.	Mileage. Total.	Reference Pages in Guide.	C.T.C. Hotels (others in Italics).	Remarks, Surface, Places of Interest, etc.
Feet.						
300	Chessel (X) and Shalcombe	$2\frac{7}{8}$	$24\frac{1}{4}$	51	.. ..	G.S., some loose. At X turn left.
142	Brook (Church and Cross)	$1\frac{1}{8}$	$25\frac{3}{8}$	51	No inn.	G.S. to Chine, and village 1 *m.* down to right (Pine Raft).
200	Mottistone (Church) ..	$\frac{7}{8}$	$26\frac{1}{4}$	51	*Sun Inn.*	G.S. Manor House. Church.
130	Brighstone (*Brixton*) ..	$1\frac{5}{8}$	$27\frac{7}{8}$	50	*New Inn, Five Bells.*	G.S. Church. Grange Chine 1 *m.* down, right.
202	Shorwell	$1\frac{7}{8}$	$29\frac{3}{4}$	48, 49	*Five Bells* and *Crown Inns.*	G.S. Church. Limerston (Jacobean House) half way. Turn right.
200	Kingston (X)	$2\frac{1}{4}$	32	48	*Star Inn*, $\frac{3}{4}$ *m.* on.	G.S. Church. Turn right (left to Newport).
201	Chale Green	$\frac{7}{8}$	$32\frac{7}{8}$	48	*New Inn.*	G.S.
278	Chale	$1\frac{1}{2}$	$34\frac{3}{8}$	47, 48	*Clarendon.*	G.S. Church. Abbey Farm. Turn left. Military road comes in right.
400	**Blackgang** (Hotel) ..	$\frac{5}{8}$	35	44	*Blackgang Hotel.*	G.S. Chine. Hilly.
270	Buddle	$1\frac{1}{2}$	$36\frac{1}{2}$	37, 43	Sandrock, *Buddle Inn.*	G.S. *St. Catherine's Lighthouse.* At fork beyond hotel go right.
200	St. Lawrence (Church) ..	$2\frac{3}{8}$	$38\frac{5}{8}$	42	.. ..	G.S. Old Church, $\frac{1}{4}$ *m.* up to left.
126	**Ventnor** (P.O.)	$1\frac{7}{8}$	$40\frac{1}{2}$	37, 39	*Marine, Esplanade,* Freemason's, etc.; Rayner's (Temp.).	G.S. Park. Pier. Town.

STAGE II.—EASTERN SIDE.

Maps, *pp.* 82, 46, and 15.

The Roads. Class II. and III. **Gradients.** At 1 *m.* 1 in 17. At 3¾ *m.* down 1 in 14. Steep down into Sea View. Steep up to Yarbridge from Yaverland. Out of Shanklin 1 in 10 to 1 in 9, and down to Ventnor 1 in 12. These last are all dangerous!

Repairers. *Ryde*, Ward and Co., Monkton Street (R.); S. Sapsworth, High Street (R.). *Sandown*, Cantelo, High Street (R.) *Shanklin*, Daws and Co.; Cheverton (R.). *Ventnor*, Hitchman, High Street (R.).

Height above Sea.	Place.	Reverse Mileage.	Mileage. Intermediate.	Mileage. Total.	Reference Pages in Guide.	C.T.C. Hotels (others in Italics).	Remarks, Surface, Places of Interest, etc.
Feet.							
20	W. Cowes (Land. Stage)	27	..	..	69, 70	Gloster, Dolphin, *Marine.*	Turn left, bend right, then left at Duke of York, left to Floating Bridge (rider and cycle, 1*d.*).
20	East Cowes	26½	½	½	71	Medina.	G.S. Bend to left on landing, then up York Avenue to right past Town Hall.
175	Osborne (Main Gates)	25¾	¾	1¼	71	*Prince of Wales.*	G.S. Turn right, then left. *Osborne House* (no cycles, Tu. and Fri., free).
145	Whippingham (Ch.)	24¾	1	2¼	73	.. ..	G.S. Past hotel, turn right and first left again. Rejoin main road.
60	Alverstone (X) ..	23¾	1	3¼	21	.. ..	G.S. At X turn left down to Palmers' Bridge. Hilly.
30	Wootton Bridge ..	21¾	2	5¼	9	*Sloop Inn.*	G.S. Church ½ *m.* north from top of hill. *Fishbourne* ¾ *m.* left.
60	Binstead (P.O.) ..	19¾	1¾	7¼	6, 7	.. ..	G.S. Church. Quarr Abbey. At Church turn right.
25–150	Ryde (Station) ..	18½	1¾	8½	4	York, London, *Pier, Royal*, etc.	G.S. Pier. Solent, etc. Straight along sea front. Right at Canoe Lake.
15	Spring Vale	17¾	¾	9¼	8	*Royal Turret.*	Ex. Left at St. John's Church, bear left at direction post.
30	Sea View	17	¾	10	8	*Pier, Sea View.*	G.S. Turn right up to

Height above Sea.	Place.	Reverse Mileage.	Mileage. Intermediate.	Mileage. Total.	Reference Pages in Guide.	C.T.C. Hotels (others in Italics).	Remarks, Surface, Places of Interest, etc.
Feet.							
90	Nettlestone Green ..	16¼	¾	10¾	8	.. ..	G.S.
100	St. Helens	14¾	1½	12¼	8	*Vine Inn.*	G.S. Old and New Church. Turn right then left down to station.
15	Bembridge	13⅜	1⅜	13⅝	12	*Spithead*, Bembridge, *Old Village Inn.*	F.S. Harbour. Golf. Turn right up hill, right again and left at windmill.
90	Bembridge Cross ..	12⅜	1	14⅝	14	.. ..	F.S. Turn right. Hilly onwards.
120	Longlands Shute ..	11	1⅜	16	14	.. ..	B.S. "Centurion's Copse" ⅝ *m.* off to right (*p.* 19). Turn right. Fort.
75	Yaverland (D.P.) ..	10	1	17	18, 14	.. ..	Just off to left is the Ch. and Manor House (*p.* 18). We keep straight on uphill and over to
20	Yarbridge	9⅝	⅜	17⅜	14	*Angler's Inn.*	B.S. Turn right uphill to
70	Brading	9	⅝	18	10–12	*Bugle, Red Lion.*	G.S. Church, stocks, etc. Return to Yarbridge.
30	Roman Villa ..	8	1	19	20, 21	.. ..	G.S., B. to village. First turn right through village. Return to road.
120	Sandown	6¼	1¾	20¾	15, 16	Blenheim, *Ocean, Sandown, Royal Pier*, etc.	G.S. Cliffs, geology.
60	Lake	5⅜	⅞	21⅝	..	Inn.	G.S. Cliffs. Keep straight on.
150	Shanklin (P.O.) ..	3⅞	1½	23½	30, 31	*Daish's, Royal Spa, Hollies, Marine*, etc.	G.S. Chine. Cliffs.
563	Shanklin Down ..	2⅜	1½	24⅝	32	.. ..	G.S. View!
454	Bonchurch Hill ..	1½	⅞	25½	33, 34	.. ..	G.S. Luccomb Chine. Landslip.
397	Bonchurch (P.O.) ..	1	½	26	33, 38	Bonchurch Hotel.	G.S. Old Church.
126	Ventnor (P.O.) ..	..	1	27	37, 38	Freemason's, Rayner's (Temp.), *Marine*, etc.	G.S. Park, pier, etc.

II.—Yarmouth to Bembridge.

Maps, *pp.* 67 and 15.

Height above Sea.	Place.	Mileage. Intermediate.	Mileage. Total.	Reference Pages in Guide.	C.T.C. Hotels (others in Italics).	Remarks, Surface, Places of Interest, etc.
Feet.						
20	Yarmouth	..	..	53	*Pier, Bugle,* Butler's Refreshment Rooms.	Market House. Castle. Go east, right facing pier. At ⅛ *m.* turn right.
33	Thorley Street	1⅞	1⅞	57	.. ..	G.S. Old ivied Church on left, half way. Left at 1¼ *m.* direction post.
80	Wellow	¾	2⅝	57	*Sun Inn.*	G.S. Turn right in village, then left.
136	Newbridge	1⅝	4¼	57	*Inn.*	G.S. Over bridge turn right, then left.
200	Calbourne (Sun Inn) ..	¾	5	51	*Sun Inn.*	G.S. Church ¼ *m.* to right at X. Return to X.
293	Parkcross (X)	2½	7½	..	*Inn.*	G.S. Swainstone at 1¼ *m.* Straight on.
150	Carisbrook	1½	9	78–81	Red Lion, Waverley (N.C.U.) Bugle.	G.S. Castle to right, Church to left. Care in descending.
20	Newport	1	10	75, 76	Wheatsheaf, Roache's, *Bugle, Star.*	G.S. Memorial, Church, Grammar School, etc. Go east. At fork go right.
338	Downend	2⅝	12⅝	29	*Hare and Hounds.*	G.S. ¾ *m.* down right is *Arreton Ch.* (*pp.* 23–25), but very steep. Turn left.
413	Arreton and Mersley Downs	1½	14⅛	25 & 29	.. ..	F.S. Very hilly. View! Danger!
360	Ashey Down (X)	1	15⅛	Intro. x	.. ..	F.S. View! Turn right, then left.
407	Brading Down	1⅝	17	29	.. ..	F.S. View! Dangerous hill!
70	Brading	¾	17¾	10–14	*Bugle, Red Lion.*	F.S. Church, Roman Villa, etc.

For rest of route to Bembridge, see Route I. east side, reverse way.

The Roads.—Class III., but broadish in parts. On the whole good surface.

Gradients.—These are heavy. Down Apse Hill, before Parkcross, 1 in 11! Down to Carisbrook 1 in 10. Care! Descent from Mersley Down 1 in 11—Danger!—and 1 in 13 up again. Down to Brading 1 in 8. Very dangerous!

Repairers.—See Route I.; and *Newport*, Cheverton, High Street (R.); Scott, up Trafalgar R.

III.—West Cowes to St. Catherine's Point (Niton), *via* Godshill.

Map, *p.* 82.

Height above Sea.	Place.	Mileage. Intermediate.	Mileage. Total.	Reference Pages in Guide.	C.T.C. Hotels (others in Italics).	Remarks, Surface, Places of Interest, etc.
Feet.						
20	West Cowes	..	..	69–74	Gloster, Dolphin, *Marine.*	G.S. See Route I.
164	Northwood	2¼	2¼	74	.. ..	G.S. Church.
86	Parkhurst	1¾	4	83	*Inn.*	G.S. Barracks and Prison.
20	Newport	1	5	75, 76	Wheatsheaf, Roache's, *Bugle Star.*	G.S. Straight through town.
61	Shide	⅞	5⅞	26	.. ..	F.S. Right past station, l.c.
100	Blackwater *	1⅛	7	26	.. ..	F.S. Turn right.
200	Rookley	1⅛	8⅛	..	.. ..	F.S. At fork keep left.
110	Godshill	2	10⅛	27	*Griffin.*	F.S. Church little to left. Return, cross railway, and turn left.
200	Leechmore Pond (X) ..	1½	11⅞	..	.. ..	F.S. Then second on right. At X turn left.
390	Niton	3	14⅞	35	White Lion.	F.S. Church. Whitwell (Church) ¾ *m.* to left at White Lion.
300	Sandrock (Hotel)	¾	15⅝	37, 35	Hotel, *Buddle Inn.*	G.S.
100	St. Catherine's Lighthouse	⅜	16	43	*Buddle Inn.*	B.S. Steep track. Lighthouse.

* A useful diversion would be to turn sharp to right uphill ⅜ *m.*, and on joining other main road turn left to *Gatcombe Church* and *Park* (*p.* 28). Thence south to *Sheat Manor House* (*p.* 28), then turn to left and rejoin main road ¼ *m.* north of Rookley.

The Roads.—Class III. Hilly, but good surface on the whole. **Gradients.**—Descent to *Parkhurst Barracks* 1 in 13 down. Into *Newport* 1 in 15. Care! Up to *Niton* 1 in 11. Down to *Sandrock* 1 in 12, to Lighthouse 1 in 10–8. All dangerous!

Repairers.—Only at Cowes and Newport. See Routes I. and II.

IV.—Ryde to Ventnor (by Ashey Down).

Maps, *pp.* 14 and 46.

Height above Sea.	Place.	Mileage. Intermediate.	Mileage. Total.	Reference Pages in Guide.	C.T.C. Hotels (others in Italics).	Remarks, Surface, Places of Interest, *etc.*
Feet.						
25-150	Ryde	..	..	4, 5	York, London, *Pier*, *Royal*, etc.	Leave by Union Street, High Street. At fork 1 *m.* go left.
100	Asheyrents (Chapel) ..	3	3	29	.. ..	G.S.
360	Ashey Down (Fork) ..	1⅜	4⅜	Intro. x. and 29	.. ..	G.S. View. Ryde Waterworks down on left. Turn right.
100	Newchurch	1½	5⅞	22	.. ..	G.S. Knighton Farm to left before station. At fork Mersley Down go left, and at farm bear left. Church.
186	Branstone (X)	1⅜	7¼	23	.. ..	G.S. Dairyman's Cottage back to right, 1 *m.* "Queen's Bower" (*p.* 21), 1 *m.* off left. Turn right.
171	Whiteley Bank (X) ..	1⅝	8⅝	..	.. ..	G.S. Go straight on.
280	Wroxall	1½	9⅞	34	*Wroxall.*	G.S. *Appuldurcombe House* (*p.* 34).
442	Wroxall Down (W. Edge)	1⅜	11¼	9 (*b*)	.. ..	G.S. View. Dangerous hill to follow! Zigzag.
126	Ventnor	1	12¼	37-39	Freemason's, Rayner's (Temp.), *Marine*, etc.	G.S.

The Roads.—Class III. Good surface generally. Easier road than by Sandown. **Gradients.**—It is free from any serious *ascents*, but has two dangerous descents, thus—Up to Ashey Down 1 in 14-13, the descent is 1 in 8! Up to Newchurch 1 in 14, and also up to Wroxall 1 in 15-14. Down zigzag road into Ventnor is 1 in 10 with eight dangerous turns.

Repairers.—At Ryde and Ventnor. See Route I., Eastern side.

Note.—*Every care has been taken to ensure accuracy in the following details, but as the times of trains, coaches, etc., are frequently varied, the Publishers cannot guarantee the absolute correctness of the information. They would therefore urge visitors to verify it from local time-tables.*

Time Tables.

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I. From Principal Provincial Towns to Island Resorts.

												SS
	a.m.	p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	Through carriage from all stations except Shrewsbury, s.t.		p.m.
Birmingham (Mid.) dep.	3 28	..	3 32	..	SH 9 25	9 30	10 5 SW	..	..			1 0
Bristol (Temple mead) ..	1 3 MO	..	6 0	8 10	..	8 55	11 22 S	..	1 0			10 45
												a.m.
Derby	2 25	..	2 18	..	..	8 0	6 30	..	..			10 59
	p.m.		p.m.			p.m.	p.m.					p.m.
Edinburgh (Wav.)	6 0	..	10 50 P	..	..	11 20	11 20	..	..			11 20
Glasgow (St. Enoch's) ..	5 55 C	..	11 10 C	..	..	11 0 MO	11 0	..	..			11 0
	a.m.		a.m.			a.m.	a.m.		a.m.	a.m.		a.m.
Leeds	12 18	..	M 4 10 MO	..	6 38 SW	4 10 MO	6 0 SW	8 8 M	8 8 C	10 15 S		9 32
	p.m.	a.m.								p.m.		p.m.
Leicester (Mid.)	11 50	3 10 MO	6 5 MO	6 20 C	8 51	6 52	9 50 SW	10 20	10 54 C	12 47		2 14
		p.m.								a.m.		a.m.
Liverpool (Cent.)	11 30	11 30	2 35 L	..	..	2 35 L	8 0	6 15	5 10	9 30		11 0 SW
	a.m.	a.m.										
Manchester (Cent.)	12 0	12 0 MO	12 0 MO	..	..	..	8 30 SW	7 30	8 30 LR	R 10 20 MO		11 20 SW
Northampton (N.W.) ..	..	..	6 23	8 20	..	..	10 48	..	..	..		1 28
												p.m.
Nottingham (Mid.)	12 5	12 45	6 3 MO	4 53 V	..	7 10	..	8 55	10 22 V	11 55		10 15
									p.m.	p.m.		
Oxford (G.W.R.)	..	..	8 0	9 10	11 9	11 9	..	..	12 58	2 45		..
	p.m.	p.m.							a.m.	a.m.		
Sheffield (Mid.)	11 28	11 20	4 2 MO	..	7 15	6 7	4 27	9 0	9 28 V	11 8		9 32
										noon		a.m.
Shrewsbury (G.W.R.) ..	..	..	..	..	8 9	..	..	..	11 0	12 0		11 10
	1	2	3	4	5	6	7	8	9	10		11

Isle of Wight.—Yellow Inset.

	1	2	3	4	5	6	7	8	9	10	11
							p.m.			a.m.	a.m.
York .. .. .. dep.	3 45N	..	..	..	..	..	1 50M	6 38GC	6 38GC	10 23GC	7 30M
		a.m.		p.m.	p.m.			p.m.		p.m.	p.m.
Portsmouth Harbour ,,	11 30	9 45	..	1 50	2 30	..	4 0JS	4 45	..	6 10A	7 20
									p.m.		
Stokes Bay .. .. ,,	11 40	9 30	..	..	2 40	..	..	..	5 5	5 5	6 50
			a.m.			p.m.					
Southampton (steamer) ,,	..	..	10 10	..	..	2 10	..	..	..	..	6 0
	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Ryde .. .. .. arr.	..	10 26	12 0	2 32	3 30	..	4 42	5 28	5 28	6 50	8 22
			p.m.								
Cowes (train) .. ,,	10 0	11 40	1 18	3 25	4 40	3 35	6 55	6 55	6 55	8 10	6 55
Newport .. .. ,,	10 15	11 24	3 5	4 23	4 20	3 47	6 30	6 30	6 30E	7 45E	7 55
		p.m.									
Freshwater .. .. ,,	10 55E	12 5	3 50	5 15	5 15	5 15	7 15	7 15	7 15	9 50	9 30
		a.m.									
Sandown .. .. ,,	10 48	10 50	12 37	2 55	4 0	4 20	5 3	5 50	6 17	7 11	8 30
Shanklin .. .. ,,	10 56	10 56	12 45	3 0	4 6	5 8	5 8	5 55	6 28	7 17	8 24
Ventnor .. .. ,,	10 50T	11 10	12 58	3 14	4 18	4 15T	5 22	6 8	6 36	7 30	8 35T

SH, Snow Hill. N, Great Northern. S, Stapleton Road. P, Princes Street. C, Central. MO, Not Mon. L, Lime Street. M, Midland. NW, North-Western. LR, London Road. V, Victoria. GC, Great Central. E, July 18 to Sept. 17. T, Town Station by Isle of Wight *Central*. W, Waverley. K, Mon. and Sat. leaves Crewe at 11.16. JS, Sat. only in June. A, July, Aug., and Sept. only. R, Restaurant car to Portsmouth. B, Breakfast car. L. Lunch car. SS, "Sunny South" Special Through Corridor Train, with lunchand tea cars, *via* Kensington and Clapham Junction (L. & N.W. and B. & S.C.).

II. Rail Connections from London, Plymouth, and Cardiff, and Towns on the L. & S.W.R. and L.B. & S.C.R.

	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
London, Victoria .. dep.	6 20	8 55z	10 25s8	11 35	..	..	..	..	1 35z	..	..	3 35	..	I.W.EX
,, London Br. ,,	6 35	..	..	..	11 35	I.W.EX	L. EX.	1 50	..	..	EX.	I.W.EX	..	4 50
,, Waterloo	6 20	I.W.EX 9 10	10 15	..	11 4088	12 45	12 30	1 20	..	2 10	2 20	3 15	4 50	4 55
Basingstoke .. .. ,,	7 4	9 32	10 41	..	p.m. 12 46	..	..	..	..	3 14	3 33	..	4 37	..
Horsham .. .. ,,	7 45	..	..	11 36	..	12 54	..	2 59	..	..	2 59	..	..	5 9
Guildford .. .. ,,	7 34	9 58	..	..	12 59	1 30	..	2 33	..	..	2 33	4 39	.	5 43
Salisbury .. .. ,,	..	8 50	9 58	..	12 42	..	..	..	..	1 25	..	..	..	..
Winchester .. .. ,,	7 31	10 3	11 11	..	1 14	..	..	..	..	3 42	4 2	..	6 15	..
Brighton .. .. ,,	7 5	9 40	..	p.m. 12 10	12 10	..	..	1 25	..	..	..	..	..	3 55
Chichester .. .. ,,	8 53	10 50	..	12 32	..	1 45	..	3 52	..	..	3 52	..	..	6 29
					a.m. N. Rd.		a.m. N. Rd.			N. Rd.			N. Rd.	
Plymouth (Mill Bay) ,,	..	12 10	..	..	8 33	..	8 33	..	..	8 33	..	..	12 18	..
Cardiff .. .. ,,	..	..	..	..	6 40	..	..	..	10 10	..	11 20	..	..	..
Portsmouth Harbour arr.	9 33	11 19	..	1 40	p.m. 2 20	2 40	..	4 28	3 45	..	..	6 0	..	7 0
	1	2	3	4	5	6	7	8	9	10	11	12	13	14

Isle of Wight.—Yellow Inset.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Portsmouth Harbour dep.	9 45	11 20	..	1 50	2 50	2 50	..	* 45	4 0	..	5 10	6 5	..	7 20
Southampton Pier .. ,,	..	..	..	..	2 10	..	..	..	..	..	..	6 0	..	9 0
Lymington Pier .. ,,	..	..	12 45	..	..	..	3 10	..	..	5 0	..	..	7 25	..
Ryde Pier .. .. arr.	10 15	11 55	3 40	2 20	3 20	3 20	5 27	5 15	4 30	7 32J	5 25	6 40	..	7 50
,, ... dep.	10 26	12 16	..	2 32	3 30	..	..	5 28	4 42	..	5 28	6 50	..	8 12
Cowes (Pier or Station) arr.	11 15	1 20	3 18	3 25	3 35	..	6 55	6 55	6 55	6 55	6 55	5 40B	..	9 30
Yarmouth (Pier or Sta.) ,,	12 0	1 40	1 10	3 45	5 10	..	3 35	7 10	7 10	5 25	7 10	..	arr. 7 50	9 45s
Newport .. .. ,,	11 0	12 55	3 0	3 5	4 20	..	4 55 coach	6 30	6 30	6 35s	6 35	7 35J	10 20	8 45
Freshwater .. .. ,,	12 5	1 45	1 45	3 50	5 15	..	4 10	7 15	7 15	7 15J	7 15	..	*9 30	9 50s
Sandown .. .. ,,	10 50	12 38	3 40	2 55	3 52	..	5 48	5 49	5 3	7 10J	6 5	7 11	Totland Bay by Boat 8 15	8 37
Shanklin .. .. ,,	10 56	12 45	3 45	3 0	3 57	..	5 55	5 8	5 8	7 17J	6 11	7 17		8 46
Ventnor, Isle of Wight ,,	11 10	12 58	4 0	3 14	4 18	..	6 8	6 8	5 22	7 30J	6 23	7 30		9 0
Ventnor Town, Isle of Wight Central .. ,,	12 25	1 40	4 15	4 15	4 15	..	5 55	8 35	8 35	8 35	8 35	8 35		8 9 40

L, Luncheon car. J, July 19 to September 18 only. S, Saturdays only. B, from Southampton, Mondays, Wednesdays, and Fridays. SS, *via* Stokes Bay and Southampton, also at 12.50 and 3. S, *via* Stokes Bay only. * Saturdays excepted. Z, Commencing July 1. JS, June 1 to Oct. 1 only.

Steamboat Services.

STEAM PACKET SERVICE BETWEEN PORTSMOUTH * AND RYDE.

(Joint Railways' Boats.)

From Portsmouth Harbour Station to Ryde Pier.

WEEK-DAYS.

		A				A	C	B	A	A	B	A	A	B	A
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Portsmouth Harbour	.. dep.	7 0	8 15	..	9 45	10 20	10 30	11 25	11 30	..	12 15	12 25	1 10	1 15	..
Southsea Pier ..	.. ,,	..	..	9 40	..	10 30	10 45	11 40	..	11 40	12 25	12 35	..	1 25	1 30
Ryde Pier ..	.. arr.	7 30	8 45	10 5	10 15	10 55	11 10	12 5	12 0	12 5	12 50	1 0	1 40	1 50	1 55

		p.m.	A p.m.	p.m.	A p.m.	B p.m.	p.m.	p.m.	p.m.	B p.m.	A p.m.	A p.m.	B p.m.	p.m.	p.m.	A p.m.	F p.m.
Portsmouth Harbour	.. dep.	1 50	..	2 55	3 25	..	4 0	4 45	..	6 10	6 10	7 5	7 20	7 20	8 12	8 50	11 25
Southsea Pier ..	.. ,,	..	2 15	..	3 35	3 35	..	..	5 45	6 20	..	7 15	7 30	..	8 22	..	..
Ryde Pier ..	.. arr.	2 20	2 40	3 25	4 0	4 0	4 30	5 15	6 10	6 45	6 40	7 40	7 55	7 50	8 47	9 20	11 55

SUNDAYS.

				A		A	A	B	A	B				A	A	A	B
		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Portsmouth Harbour	.. dep.	8 45	10 10	11 45	12 10	..	2 20	2 25	3 20	..	..	5 40	6 45	7 15	8 10	8 10	
Southsea Pier ..	.. ,,	8 55	10 20	11 55	12 20	1 30	2 30	2 35	3 30	3 30	4 25	..	6 55	7 25	..	8 20	
Ryde Pier ..	.. arr.	9 20	10 45	12 20	12 45	1 55	2 55	3 0	3 55	3 55	4 50	6 10	7 20	7 50	8 40	8 45	

From Ryde Pier to Portsmouth Harbour Station.

WEEK-DAYS.

	a.m.	a.m.	a.m.	a.m.	A a.m.	A a.m.	B a.m.	A p.m.	B p.m.	p.m.	A p.m.	p.m.	A p.m.	B p.m.
Ryde Pier .. .. dep.	7 5	8 0	8 57	10 10	10 45	11 15	11 15	12 10	12 20	1 0	1 38	2 0	2 30	2 50
Southsea Pier .. .. arr.	..	8 25	..	10 35	11 10	..	11 40	..	12 45	1 25	2 3	..	..	3 15
Portsmouth Harbour .. ,,	7 35	8 35	9 27	10 45	11 20	11 45	11 50	12 40	12 55	1 35	..	2 30	3 0	3 25

	B p.m.	A p.m.	A p.m.	p.m.	A p.m.	p.m.	A p.m.	B p.m.	B p.m.	A p.m.	A p.m.	p.m.	Mail p.m.	F m'dnt
Ryde Pier .. .. dep.	3 5	3 5	4 5	5 5	5 20	6 18	6 30	6 50	7 25	7 35	8 10	8 50	9 20	12 0
Southsea Pier .. .. arr.	3 30	3 30	..	..	5 45	..	6 55	7 15	7 50	8 0	8 35	9 15	..	..
Portsmouth Harbour .. ,,	..	3 40	4 35	5 35	..	6 48	7 6	..	8 0	8 10	8 45	..	9 55	12 30

SUNDAYS.

	a.m.	a.m.	a.m.	B p.m.	A p.m.	B p.m.	A p.m.	p.m.	p.m.	p.m.	A p.m.	Mail p.m.
Ryde Pier .. .. dep.	7 40	9 25	11 0	1 0	1 30	3 10	5 0	5 5	6 15	7 30	8 10	9 20
Southsea Pier .. .. arr.	..	9 50	11 25	1 25	1 55	3 35	..	5 30	6 40	..	8 35	..
Portsmouth Harbour .. ,,	8 10	10 0	11 35	1 35	2 5	..	5 30	5 40	6 50	8 0	..	9 55

* Steam ferry to Gosport from Harbour Station, from 5.30 a.m. to 9, every 15 minutes; from 9 a.m. to 10 p.m., every 10 minutes.

A, Runs during July, Aug., and Sept. only. B, Runs during June only. C, Commences June 14, and runs every day except Fridays. F, Thursdays only in June, and Thursdays and Saturdays during July, August, and September.

FARES.—To or from Ryde Pier Head (exclusive of tram, train, or Ryde Pier tolls). 1st, 1*s.* 1*d.*; 2nd, 9*d.* Return, 1st, 1*s.* 8*d.*; 2nd, 1*s.* 2*d.* Return tickets available two days or Saturday to Monday.

Tow boats for the conveyance of horses, carriages, motor cars, live stock, and merchandise leave Ryde for Portsmouth at 10 a.m. and 3 p.m., and Portsmouth for Ryde at 8.45 a.m. and 1 p.m., every week-day, weather permitting.

Southampton (Royal Pier) and West Cowes, Ryde, Southsea, Sandown, Shanklin, and Ventnor.

Tickets are available only on day of issue (Saturday or Sunday for Monday), and by Joint Railway Company's steamers between Ryde and Southsea.

Motor cars are conveyed from Southampton to Cowes by all boats except the 8.30 a.m. from Southampton and the 9.40 a.m. from Cowes.

A cargo boat for carriages and horses (also 7.15 a.m. from Cowes), etc., leaves Southampton at 11 a.m. and Cowes 2.30 p.m. daily.

The single fares vary from 1*s.* to 2*s.* 3*d.*, and the return fares from 1*s.* 6*d.* to 3*s.*

WEEK-DAYS.

	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Southampton, dep.	..	8 30	9 30	10 10	11 10 p.m.	2 0	2 10	3 50	5 0	..	..	6 0	9 0	8 45	..	9 30	2 20	2 45	5 30	8 50	..	..
Cowes .. arr.	..	9 25	..	11 5	12 5	..	3 5	4 45	..	..	..	6 55	9 55	9 40	..	..	..	3 40	6 25	9 45	..	..
,, .. dep.	8 0	9 40	..	..	12 20	..	3 15	5 0	..	5 40	..	7 15		10 0	..	*10 10	..	4 10	7 0		..	..
Ryde .. ,,	8 40	10 15	10 30	..	1 0	..	3 55	5 40	6 0	6 15	7 15	7 55	..	10 35	12 25	10 40	..	4 45	7 35	..	9 20	..
Southsea (Clarence) .. ,,	9 5	10 40	11 0	..	1 25	3 0	4 20	6 5	6 25	6 40	7 45	8 20	..	11 0	12 50	11 0	3 30	5 10	8 0	..	9 45	..
Portsmouth (Harbour) ,,	9 15	10 50	..	..	1 35	..	4 30	6 15	..	..	7 55	8 30	..	11 10	1 0	..	..	5 20	..	..	..	..
Sandown .. .. ,,	..	10 46	11 55 p.m.	12 25	1 26	3 55	..	..	7 15	..	..	..	..	..	..	..	4 25	..	..	..	..	..
Shanklin .. .. ,,	..	..	12 5	..	..	4 5	..	..	7 25	..	..	..	..	..	..	11 50	4 35	..	..	..	..	..
Ventnor .. arr.	..	10 50	12 25	12 25	1 40	4 25	4 15	..	7 45	..	..	..	..	..	..	..	..	..	..	..	..	..
Brighton .. .. ,,	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2 20	..	..	..	..	..	..

SUNDAYS.

	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Brighton .. dep.	..	..	..	..	..	..	..	C	..	B	..	A	..	..	..	..	..	..	4 30	..	..
Ventnor .. ,,	..	8 25	..	..	12 30	..	4 40	..	..	6 0	..	7 10	8 0	..	..	..	2 10	..	..	..	..
Shanklin .. ,,	..	..	..	..	12 30	..	..	..	..	6 20	..	7 30	8 20	..	..	..	..	..	7 0	7 0	..
Sandown .. ,,	..	8 30	..	..	..	..	4 40	..	..	6 0	..	7 40	8 30	..	..	..	2 15	..	..	7 10	..
Portsmouth (Harbour) ,,	..	8 20	..	..	12 10	2 30	4 40	..	7 0	..	7 55	..	..	..	8 35	..	2 35	5 35	..	..	..
Southsea (Clarence) .. ,,	..	8 30	10 10	11 15	12 20	2 40	4 50	6 45	7 10	7 30	8 5	8 30	9 30	..	8 45	11 30	2 45	5 45	8 0	8 10	8 15
Ryde .. ,,	..	8 55	10 40	11 40	12 50	3 5	5 15	7 10	7 35	7 55	8 30	8 55		..	9 15	11 55	3 15	6 10	8 20	..	8 40
Cowes .. arr.	..	9 30	11 15	..	1 20	3 35	5 50	..	8 5	..	9 5	..	..	..	9 55	..	3 55	6 50	..	..	..
,, .. dep.	7 15	9 40	11 45	..	1 30	3 45	6 0	..	8 15	..	..	..	..	7 30	10 0	..	4 10	7 0	*8 50	..	..
Southampton, arr.	8 10	10 35	12 40	12 40	2 25	4 40	6 55	..	9 5	9 10	..	9 50	..	8 25	10 55	..	5 5	7 55	9 30	9 15	..

A, Wednesdays and Saturdays. B, Mondays, Tuesdays, Thursdays, and Fridays. C, Mondays, Wednesdays, and Fridays.
* Cowes (Victoria) Pier.

FARES, including all pier tolls excepting Southampton Pier.

	Single Journey. Fore Cabin.	Single Journey. Saloon.	Double Journey. Fore Cabin.	Double Journey. Saloon.
	s. d.	s. d.	s. d.	s. d.
Southampton and West Cowes ..	1 0	1 6	1 6	2 0
,, ,, Ryde	1 8	2 2	2 4	2 10
,, ,, Southsea (Clar.) or Portsea ..	1 9	2 3	2 6	3 0
West Cowes and Ryde	0 10	1 2	1 4	1 10
,, ,, Southsea (Clar.) or Portsea ..	1 0	1 6	1 6	2 0
Southsea (Clar.) and Portsea to Ryde	0 11	1 3	1 6	2 0

FARES, by direct Southampton, Ryde, Southsea, Sandown, Shanklin, and Ventnor boat, including pier tolls excepting Southampton.

	Single Journey.	Double Journey.
	s. d.	s. d.
* Southampton and Southsea	1 0	*1 6
* ,, ,, Ryde direct	1 2	*1 8
,, ,, Sandown, Shanklin or Ventnor	2 0	3 0
Southsea (Clar.) and Sandown, Shanklin or Ventnor	2 0	2 6
,, ,, Pier and Ryde	1 0	1 6

* Passengers may return *via* Cowes by payment of 6*d.* excess.

STEAM PACKET SERVICE BETWEEN STOKES BAY AND RYDE.

From Stokes Bay to Ryde.

WEEK-DAYS.

		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Stokes Bay ..	.. dep.	8 47	9 30	10 45	11 40	2 40	5 10	6 50
Ryde Pier ..	.. arr.	9 7	9 50	11 5	12 0	3 0	5 30	7 10

From Ryde to Stokes Bay.

WEEK-DAYS.

		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Ryde Pier ..	.. dep.	9 8	10 10	11 15	2 0	4 0	6 15
Stokes Bay ..	.. arr.	9 28	10 30	11 35	2 20	4 20	6 35

FARES.—1st, 1*s.*; 2nd, 8*d.* Return, 1st, 1*s.* 6*d.*; 2nd, 1*s.* Does not include Ryde Pier tolls, tram, or train.

STEAM PACKET SERVICE BETWEEN YARMOUTH, LYMINGTON, TOTLAND BAY, AND ALUM BAY.

From Lymington to Alum Bay.

	WEEK-DAYS.							SUNDAYS.			
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.		p.m.	p.m.	p.m.
Lymington to Yarmouth	7 15A	9 0	10 50	12 45	3 10	5 0	7 25	..	12 45	2 40	5 5
,, Totland Bay *	7 15	9 30	10 50	12 45	3 10	5 0	7 25	..	12 45	2 40	5 5
,, Alum Bay *	..	..	10 50	..	3 10	..	..	..	..	..	..

From Alum Bay to Lymington.

	WEEK-DAYS.								SUNDAYS.		
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Alum Bay to Totland Bay, Yarmouth, and Lymington *	..	..	..	12 10	..	5 10	..	..	..	..	..
Totland Bay to Yarmouth and Lymington *	..	8 20	10 55B	12 45	2 40	5 35	7 5	8 15B	1 50	3 55	6 5
Yarmouth to Lymington	7 20M	8 50	10 10	1 20	3 15	6 0	7 30	7 50A	1 10A	4 25	6 30

* Weather permitting. A, *Via* Totland Bay. B, To Lymington only. M, Mondays only.

Joint Railway Cos'. Steamboat Excursions.

Round the Isle of Wight.

Every Monday, Wednesday, and Saturday from June 12.

	a.m.
Portsmouth Harbour ..	10 30
Southsea (Clarence Pier)	10 45
Stokes Bay *	10 45
Ryde Pier	11 15
Sandown Pier	12 15
Shanklin Pier	12 30
Ventnor	12 45
Ryde Pier	3 40
Sandown Pier	4 15
Shanklin Pier	4 30
Southsea	5 30
Portsmouth Harbour ..	5 40

This cruise may be reversed, starting westwards. Fare from Ryde, 2*s.* 6*d.*

* Stokes Bay passengers join it at Ryde Pier, and return by the 4 p.m. boat from Ryde.

Through fares, including rail to Ryde and back—

	1st	2nd
Ventnor, and Wroxall, and Shanklin	4/11	3/10
Sandown and Brading ..	4/5	3/6
Bembridge and St. Helens	4/11	3/10

Trains from Ventnor to Ryde, 10.20; from Bembridge, 10.30.

N.B.—The Southampton Steam Packet Co. make the same trip Monday and Thursday, starting one hour later.

To Totland Bay and Alum Bay.

Tuesdays and Thursdays from June 13 *and* 15.

	a.m.	p.m.	*Sundays.*	
Portsmouth Harbour ..	10 30	2 50P	2 40	Returning from Alum Bay 6 p.m.
Southsea	10 45	3 0	3 0	
Stokes Bay	10 45	2 40	..	
Ryde Pier	11 15	3 30	3 30	

Returning from Alum Bay 4 p.m. during June, and 1 and 5.15 p.m. after July 1; from Totland Bay 4.30 p.m. during June, and 5.30 p.m. after July 1.

P, Commencing Tuesday, July 4, and Thursday, July 6.

Fare, 1*s.* 6*d.*

To Brighton and Bournemouth.

On alternate Fridays from June 16 (*Bournemouth*) *and June* 23 (*Brighton*).

	a.m.	
Portsmouth Harbour ..	9 40	Returning from Brighton 4.30 p.m.
Southsea	9 50	
Stokes Bay by Ryde ..	9 30	Returning from Bournemouth 4.15 p.m.
Ryde	10 25	
Sandown	11 15	*Fare*, 3*s.* 1*s.* extra (3rd Class) to return by train to Portsmouth.
Shanklin	11 30	

Isle of Wight.—Yellow Inset.

To New Forest (*via* Lymington and Brockenhurst), Christchurch, and Bournemouth.

For one or two days. Two-day tickets issued Saturday are available till Monday.

See Approaches, p. 3.

WEEK-DAYS.

From	Train.	Return Fares. 3rd Class. To Lymington.		To Brockenhurst.				To Christchurch or Bournem'th Central.			
		1 day	2 days	1 day	2 days			1 day	2 days		
	a.m.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Ventnor Town	8 25	3 3	3 9	3 9	4 3	5 3	5 9				
Ventnor, I.W.R.	8 8	4 0	4 6	4 6	5 0	6 0	6 6				
Wroxall	8 12										
Shanklin	8 21	3 4	3 10	3 10	4 4	5 4	5 10				
Brading	8 20										
Bembridge	8 8	3 9	4 3	4 3	4 9	5 9	6 3				
St. Helens	8 13	3 8	4 2	4 2	4 8	5 8	6 2				
Sandown	8 30	3 0	3 6	3 6	4 0	5 0	5 6				
Ryde, St. John's Road ..	8 30										
Cowes	8 45	2 3	2 9	2 9	3 3	4 3	4 9				
Newport	9 5	2 0	2 6	2 6	3 0	4 0	4 6				

Arr.	Ret.	
10 55 Lymington	.. 4 46	In connection with all Island stations.
11 12 Brockenhurst	.. 4 35	
12 24 Christchurch	.. 3 26	
12 42 Bournemouth (Central) ..	.. 3 14	

To New Forest (*via* Cowes and Beaulieu River).

From Cowes (Victoria Pier) noon. Returning Beaulieu 5 p.m. *Fare*, 1s.

From	Train leaves a.m.	Return Fares. 1st Class.	3rd Class.	
		s. d.	s. d.	
Ventnor Town	10 55	2 6	2 0	Return train leaves Cowes at 7.40 p.m.
St. Lawrence	10 59			
Sandown	10 55			
Freshwater	9 42	3 0	2 0	
Yarmouth	9 47			
Ryde (St. John's Road) ..	10 37			
,, (Esplanade) ..	10 32	2 6	2 0	
,, (Pier Head) ..	10 30			

No visitor should miss this opportunity of visiting the most beautiful and Isle of Wight.—Yellow Inset.

picturesque scenery of the seat of Lord Montagu ; also the celebrated ruins of Beaulieu Abbey, situated about 6 miles up the river leading off the Solent.

The steamers also run on Sundays, leaving Cowes (Victoria Pier) at 3 p.m., returning from Beaulieu at 6 p.m. *Return Fare*, 1*s*.

These tickets will not be issued on August 2, 3, 4, 5, 6, and 7 (Cowes Regatta).

To Alum and Totland Bays.

Joint Railway Companies' and Southampton Steam Packet Company's boats, on Mondays, Tuesdays, Wednesdays, Thursdays, and Fridays (except Cowes Regatta Week). From Ryde pier 11.15.

On Mondays, Wednesdays, and Fridays the tickets are issued by the 9.20 a.m. train from Ventnor, and 9.18 a.m. from Bembridge, and on Tuesdays and Thursdays by the 10.20 a.m. from Ventnor and 10.30 a.m. from Bembridge, as under :—

From	First Return.	Second Return.
	s. d.	*s. d.*
Ventnor .. .. } Wroxall .. .. }	4 0	3 3
Shanklin	3 6	3 0
Sandown .. .. } Brading .. .. }	3 3	2 9
Bembridge .. .. } St. Helen's .. .. }	3 6	3 0

Passengers holding these excursion tickets desiring to return by rail from Freshwater or Yarmouth can obtain cheap tickets to Sandown at the following fares :—First class, 1*s*. 6*d*. ; third class, 1*s*. 3*d*., on production of the return half of excursion ticket at the booking office. No luggage allowed.

Tourists should provide themselves with the 1d. Time Books of both railway companies (Isle of Wight and Isle of Wight Central), as they contain all particulars of excursions and are convenient for the pocket.

Coaches.

To Blackgang Chine (by Undercliff).

WEEK-DAYS.

			Return Fares. Rail and Coach. 1st Cl.	3rd Cl.
	a.m.	p.m.	s. d.	s. d.
Freshwater .. .. .. dep.	9 42	12 20	6 0	5 0
Yarmouth .. .. .. ,,	9 47	12 25		
Cowes .. .. .. ,,	10 0	12 40	5 0	4 0
Newport .. .. .. ,,	10 20	1 0	4 6	3 6
Ryde (Pierhead) .. .. ,,	10 26	..	5 0	2nd Cl.
Ryde (Espl.)	10 30	12 20	4 10	3 9
Bembridge .. .. .. ,,	10 30	12 18		
St. Helens	10 35	12 23	4 0	3 0
Brading .. .. .. ,,	10 45	12 32		
Sandown .. .. .. ,,	10 50	12 38		
Shanklin .. .. .. ,,	10 56	12 45	3 6	2 6
Wroxall .. .. .. ,,	11 4	12 53	2 3	2 0
Ventnor Station .. .. arr.	11 10	12 58		
,, (coach) .. dep.	11 20	..	Single	
Ventnor Town Station .. arr.	10 50	1 30	1 6	2 0
,, ,, .. dep.	11 25	A3 0		
	p.m.		Children half price.	
Blackgang Hotel .. .. arr.	12 50	4 30		
.. .. .. dep.	2 45	4 50		
Ventnor Station .. .. ,,	4 45	5 33		
		or 6 55		
Ventnor Town Station .. ,,	6 0	6 0		

A From coach office at Pier Street, where it sets down on return.

Also there is a service from **Whitwell Station** on Isle of Wight Central Railway to **Niton** (for St. Catherine's Lighthouse) and **Blackgang** (by arrangement with station-master).

	p.m.	p.m.		p.m.	p.m.
Newport (train) .. dep.	1 5	5 20	Niton .. .. dep.	12 0	5 20
Whitwell .. .. arr.	1 31	5 45	Whitwell (train) .. ,,	12 38	6 8
Niton (coach) .. ,,	2 0	6 15	Newport .. .. arr.	12 58	6 30

Coach fares to Niton. Single 6*d*., or any number up to three, 1*s*. 6*d*.

Coach fares to Blackgang. Single 3*s*., or any number up to three, 4*s*. 6*d*.

Isle of Wight.—Yellow Inset.

From **Ventnor Stations** to any part of the town (except Esplanade). *Fare*, 6*d*. To Esplanade. *Fare*, 1*s*. Meeting all trains.

From **Ventnor Stations to Bonchurch.** Meets all through trains. *Fare*, 1*s*.

From **Sandown or Shanklin Stations** to any part of the town. *Fare*, 6*d*.

From **Totland Bay Hotel to Freshwater Station.** *Fare*, 6*d*. At 9.15, 11.40, 2.0, 4.0, and 6.35.

From **Newport** into town (*fare*, 6*d*.) **and Carisbrook** (*fare*, 1*s*.). All trains.

From **Ventnor to Shanklin** at 10.30 and 3. *Fares*, single, 1*s*. 6*d*.; return, 2*s*.

Ventnor to Freshwater Bay, Alum Bay, and Needles
(by four-horse coach).

Ventnor (Brown's office, 32 High Street), 10 a.m., *via* Sandrock (Niton), Blackgang, Chale, Shorwell, Brighstone, and Brook to Freshwater Bay Hotel, arrive 1.15; depart 3.30. Ventnor, arrive 6.45. Train to Ryde, etc., 8 p.m. *Return fares*, Freshwater, 7*s*. 6*d*.; Alum Bay, 8*s*. 6*d*.

Ventnor to Osborne,
via Wroxall, Arreton, Downend, Whippingham, returning *via* East Cowes, Newport, and Godshill (four-horse coach).

Ventnor (32 High Street), depart 10 a.m.; arrive back about 6 p.m. *Fare*, 5*s*. On Tuesdays and Fridays time is allowed to visit Osborne House

Ventnor to Blackgang, Carisbrook, and Newport,
via Undercliff.

Ventnor (32 High Street), depart 11 a.m.; returning to Ventnor about 6 p.m. *Fare*, 5*s*.

Ventnor to Shanklin, Sandown, Brading, and Ryde.
Fare, 5*s*.

COACHES FROM RYDE.

The Esplanade is the starting-place. Time about 10.30 to 11, on arrival of the steamers from Portsmouth, Southampton, etc.

To Brading, Sandown, Shanklin, and Ventnor,
via Bonchurch.

Time at Ventnor two hours. Return 3.30, *via* Wroxall, Newchurch, Ashey Down. (View.) *Fare*, 5*s*.

To Quarr Abbey, Wootton, Whippingham (Church), Osborne, Newport, and Carisbrook.

Two hours allowed here. Return 3.30, *viâ* Blackwater and Arreton and the Downs. *Fare*, 4s.

To Osborne and Whippingham

(Tuesday and Friday), 2 p.m., to visit the House and Church.

Fare, 2s. 6d.

To Shanklin,

10.30 a.m. ; return 4 p.m. *Fare*, 3s.

All the preceding routes and prices refer also to Sandown and Shanklin, from which similar coach drives are run every morning, etc.

To Roman Villa at Brading.

Cheap fares are issued daily from all stations to Brading between 1.50 and 7.15 p.m.

Tourist Tickets.

Tourist Fares to Isle of Wight Resorts from the Principal Towns. (Available six months.)

From	Cowes.			Ryde.			Shanklin.			Sandown.			Ventnor.		
	1st.	2nd.	3rd.	1st.	2nd.	3rd.	1st.	2nd.	3rd.	1st.	2nd.	3rd.	1st.	2nd.	3rd.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
London { Waterloo / Victoria / L. Bridge } ..	24 8	15 10	14 0	24 8	15 10	14 0	27 10	18 3	16 5	27 1	17 11	16 1	29 1	19 9	17 11
Birmingham	41 10	26 11	23 0	41 10	26 11	23 0	45 0	29 4	26 0	44 3	29 0	26 0	46 3	30 10	27 0
Bristol	25 6	17 4	16 3	30 2	19 6	17 0	31 2	21 4	19 0	31 2	21 4	18 0	31 2	21 4	19 0
Chester	63 3	40 5	34 0	63 3	40 5	34 0	66 5	42 10	37 0	65 8	42 6	37 0	67 8	44 4	38 0
Derby	54 0	33 8	29 0	54 0	33 8	29 0	57 2	36 1	32 0	56 5	35 9	32 0	58 5	37 7	33 0
Edinburgh	134 2	..	64 0	134 2	..	64 0	137 4	..	67 0	136 7	..	67 0	138 7	..	68 0
Exeter	37 4	24 2	20 0	40 10	26 0	22 0	43 0	28 2	24 5	41 7	27 5	24 1	43 0	28 2	25 11
Glasgow	134 9	..	66 0	134 9	..	66 0	137 11	..	69 0	137 2	..	69 0	139 2	..	70 0
Isle of Man (Douglas) ..	77 10	53 5	42 0	77 10	53 5	42 0	81 0	55 10	45 0	80 3	55 6	45 0	82 3	57 4	46 0
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The Tourist Tickets London to Newport are 27*s.* 10*d.*, 18*s.* 3*d.*, 16*s.* 4*d.* Break of journey is allowed in all cases at principal places *en route*. Also the L.B. & S.C. issue a tourist ticket embracing the whole of the South Coast from Hastings to Portsmouth and Ryde, Newport, Cowes, Sandown, and Ventnor, at 35*s.*, 24*s.* 4*d.*, 21*s.* 3*d.*

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To			a.m. 9 55	a.m. 8 33	a.m. 10 17	a.m. 8 20	a.m. 10 15	a.m. 9 15	a.m. 10 15	a.m. 9 36	a.m. 11 0	Frl. 12 46
Ryde (Fs.) or Cowes Pier	(1.)	21/6	Snow Hill	..	Frid gate	Mid. Sta.	..	Cent. ..	Cent. ..	.. ..	Vic. ..	Mon. 10 3.
	(2.)	13/6	..	..	..	..	..	..	..	..	..	..
	(3.)	11/-	15/6	22/-	21/-	25/6	19/6	24/6	24/6	17/6	21/-	25/6
Sandown, Shanklin, or Ventnor	(1.)	23/6	..	..	..	..	..	..	..	..	..	..
	(2.)	15/-	..	..	..	..	..	..	..	..	..	..
	(3.)	12/-	17/6	24/-	23/-	27/6	21/6	26/6	26/6	19/6	23/-	27/6

These are run on every Friday in July, August, and September, and on Mondays, July 5, 19, and 26, August 9 and 23, and September 6 and 20, at times stated in columns. Also from Waterloo, Wednesdays, 7.25; London Bridge, 11.50, and Victoria, 11.45, on Fridays; and Waterloo on Mondays, 10.30.

The L.B. and S.C. also issue 8 or 15 day tickets every Friday from Victoria by 1 0.20 a.m. and 1.42 p.m., and London Bridge by 10.22 a.m. and 1.50 p.m. at the following rates: Ryde (Esplt.) and Cowes Pier, 9s.; Yarmouth, 10s. 6d.; Totland Bay, 11s.; other Isle of Wight stations, 11s.

Week-end Tickets are also issued by all trains on Fridays, Saturdays, and Sundays at about the same rates. (See "Week-end Programmes.")

The Cheap Excursions, especially day trips, to the Island in the summer are very numerous, and the Brighton and South-Western Companies' "Excursion Programmes" should be consulted.

ISLE OF WIGHT RAILWAYS.

There are two systems—(1.) **The Isle of Wight Railway,** which runs from Ryde to Ventnor, with a branch from Brading to Bembridge. (Offices at Sandown.)

(2.) **The Isle of Wight Central Railway,** which covers the rest of the Island, running from Cowes to Ventnor (Town Station), and branches to Ryde from Newport, to Sandown from Merston Junction, and to Yarmouth and Freshwater from Newport. (Offices at Newport.)

The carriages are first and second, but third-class fares are issued by a much larger number of trains than heretofore. The whole of the ordinary fares have been at last reduced.

Both Companies issue **Weekly Season Tickets,** and the

visitor bent on exhausting the Island in a short time will find it advantageous to purchase one.

	1st.	2nd.
To all stations on I. of W. R. the fares are (except Ryde Pier and Esplanade)	7 6	5 6
To all stations on I. of W. Cent. R. the fares are (except Ryde and the St. Lawrence branch)	10 0	7 6
Jointly, all stations except Ryde Esplanade, Ryde Pier Head, and the Merston and Ventnor Town branch	17 6	13 0
But including the Merston and Ventnor Town branch	20 6	16 0

Issued April 1 to September 30.

A deposit of one shilling on issue of ticket. Returnable if surrendered not later than one day after expiration.

250 Mile Ticket is issued by the Isle of Wight Railway, 1st class, 32*s.* (available one year). The "Excursion Programme" of each line should be obtained at once, as therein are a host of short trips in every direction, and particulars are given of all special events happening in the Island or on the adjacent mainland, including the concerts on Southsea Pier.

A Saloon Car seating twenty can be obtained for exclusive use on the Central for twelve return fares.

Family Tickets (4; 2 children = 1 whole) are issued at single fare (July to October).

Circular Tours.—We give a few of the most popular of these:—

1. Sandown to Ventnor (train). Return by boat, or *vice versa* by any train or boat, 2nd class 1*s.* 4*d.*

2. Shanklin to Ventnor (train). Return by boat, or *vice versa* by any train or boat, 2nd class 1*s.* 2*d.*

3. Ryde (St. John's), Shanklin, Sandown, or Ventnor (train). Return by boat to Ryde Pier, or *vice versa* by any train or boat, 2nd class 2*s.* 6*d.*

4. Ventnor by boat, round the Island by Needles to Ryde Pier. Return by train, 2nd class 2*s.* 6*d.*

5. Ventnor, Shanklin, or Sandown to Southsea, boat to Ryde Pier, train to Ventnor, etc., or *vice versa*, 2nd class 2*s.* 6*d.*

6. Ventnor and other stations to Ryde Pier (train), boat to Cowes (for Osborne, etc). Tuesdays and Fridays only, 1st 3*s.* 6*d.*, 3rd 2*s.* 6*d.*

7. Round the Island by boat (Mondays, Wednesdays, and Saturdays) from Ryde Pier, etc. See *Yellow Inset.*

8. From Portsmouth (Harbour Pier) to Yarmouth and Freshwater, per Ryde Pier and train (week-days). (Break allowed at Newport for Carisbrook. 1st 4*s.* 9*d.*, 2nd 3*s.* 10*d.*

Other Excursions.

Rail to Ventnor, coach to Blackgang (week-days) from Ryde Pier and all stations. See *Yellow Inset.*

Boat to Southsea and Portsmouth (daily), or *vice versa*, 1st 3*s.* 6*d.*, 2nd 2*s.* 6*d.* (Ventnor Town, 2*s.* 9*d.*).

Boat to Stokes Bay and Gosport (week-days), or *vice versa*, 1st 3*s.* 6*d.* and 4*s.*, 2nd 2*s.* 6*d.* and 2*s.* 9*d.*

Isle of Wight.—Blue Inset.

To Worthing and Brighton *via* Ryde and Portsmouth and L.B. & S.C. (week-days). From Isle of Wight stations: Worthing, 1st 8s. 11d., 2nd 6s. 8d., 3rd 5s. 4d.; from Freshwater and Yarmouth 3rd 7s. 6d. Brighton, 1st 10s. 6d., 2nd 7s. 1od., 3rd 7s. 6d.; from Freshwater and Yarmouth, 3rd 8s. 7d.

To New Forest (Brockenhurst), Christchurch, and Bournemouth *via* Lymington (week-days). See *Yellow Inset*.

To Southampton (*via* Ryde, week-days). Prices from 4s. 6d. 1st to 3s. 3rd.

To Cowes (*via* Ryde, week-days). Prices from 3s. 6d. 1st to 2s. 3rd.

To Alum Bay and Totland Bay (boat from Ryde daily except Saturday). Prices from 4s. 1st to 2s. 9d. 2nd.

To New Forest (Beaulieu River, daily). Cowes, noon. Return at 5 p.m. Fare 1s. Sunday, leave Cowes, 3 p.m. Cheap tickets to Cowes from 3s. 1st to 2s 2nd. (Not in Cowes Regatta Week, August 2 to 7).

Afternoon excursions from Ventnor (Town Station) to Carisbrook. Return, 3rd 1s. 9d. (daily).

From Ventnor to Undercliff, district stations (week-days), 2s.

Afternoon and evening excursions to country villages:—Haven, 8d.; Wootton, 10d.; Whippingham, 1s.; and Ashey, 5d. Daily from Ryde.

Evenings at Sea from Newport and Shide to Cowes, 6d.; Ryde, 1s. 3d.; Sandown, 1s. 3d.; and Ventnor, 1s. 6d. Trains from Newport, 5.15 and 6.40; Shide, 5.23. Returning from Cowes, 10; Ryde, 9.40; Sandown, 8.40; Ventnor (St. John's) Town), 8.40.

Roman Villa (week-days). Cheap trains to Brading every hour.

COACH TOURS

To Blackgang, Godshill, Brading, Whippingham Church, Cowes, Carisbrook, Newport, Ryde, Freshwater, Alum Bay, Needles, every day. See *Yellow Inset*.

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AUTHOR OF "NORTH DEVON AND NORTH CORNWALL," ETC.

EDITOR,

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Introduction.

The Isle of Wight, in shape sufficiently like the ace of diamonds placed horizontally, measures from east to west—Bembridge Foreland to the Needles—about 23 miles, and from north to south—Cowes Castle to St. Catherine's Point—13¼ miles. Its circumference is about 60 miles, its total area about 150 square miles, and its population 82,418. The island is reckoned to Hampshire, from which it is divided by the Solent. This strait at its west entrance is under a mile wide, but it expands almost at once to four, the distance across it from Lymington to Yarmouth. Thence it gradually narrows till, off Cowes, it is only two miles in width. From Cowes eastward—this part is known as Spithead—it is broader. Between Stokes Bay and Ryde is three miles: from Southsea Castle to Sea View four miles.

Sir Walter's "beautiful island" is picturesque almost throughout, the exception being the N.W. quarter, say from the railway between Carisbrook and Yarmouth northward. There the country is featureless, and rarely approaches 100 *ft.* above the sea. This Solent coast-line is uninteresting, except to the geologist in the neighbourhood of Bouldnor and Hempstead cliffs.

The principal seaside resorts, Cowes, Ryde—both beautiful as approached across the water—Sandown, Shanklin, Bonchurch, Ventnor, all belong to the eastern half of the Wight. At the other extremity are Freshwater (with its satellites, Alum Bay and Totland Bay) and Yarmouth.

The finest scenes are along the coast. Of these the Landslip (N. of Bonchurch) and the Undercliff (S.W. from Ventnor) are the best known, but the visitor who views from a boat the noble chalk precipices of Culver and of the west corner of the Wight, cannot fail to be impressed by them.

The coastline between Blackgang and Brook is comparatively seldom visited, except by the geologist, with whom this region is classic ground. In scenery this stretch falls below that of the eastern half, which, even in the absence of cliffs, as between Cowes and Bembridge, is richly wooded down to the water. Speaking generally, the southern half of the island is comparatively lacking in woodland. The N.E. quarter, *i.e.*, eastward of the Medina River, is well wooded.

The prominent physical feature of the Wight is the range of chalk downs, which extends from Culver Cliff on the east to the Needles on the west. No visitor does justice to the attractions of the Island who does not often find himself on these glorious uplands. The views thence are as beautiful as they are panoramic.

In Legh Richmond's *Annals of the Poor*, of which the best-

known tale is "The Dairyman's Daughter"—see *pp.* 22 to 24—there are many descriptions of Wight scenery which it is interesting to read upon the spot. One of the most detailed is that of the **view from Ashey Down** (*pp.* 11 and 29). We quote it, not as describing the most beautiful of the Down prospects—that we think must be assigned to Afton Down (*p.* 67)—but as showing how much will be missed by the visitor who fails to climb at all.

"It was not unfrequently my custom, when my mind was filled with any interesting subject for meditation, to seek some spot where the beauties of natural prospect might help to form pleasing and useful associations. I therefore ascended gradually to the very summit of the hill [Ashey Down] adjoining the mansion [Knighton—demolished] where my visit had just been made. Here was placed an elevated sea-mark; it was in the form of a triangular pyramid, and built [1795] of stone. I sat down on the ground near it, and looked at the surrounding prospect, which was distinguished for beauty and magnificence. It was a lofty [420 *ft.*] station, which commanded a complete circle of interesting objects to engage the spectator's attention. Southward, the view was terminated by a long range of hills [the coast range of chalk downs between Shanklin and Chale] at about six miles' distance. They met, to the westward, another chain of hills, of which the one whereon I sat formed a link, and the whole together nearly encompassed a rich and fruitful valley, filled with corn-fields and pastures. Through this vale winded a small river [E. Yar] for many miles; much cattle were feeding on its banks. Here and there lesser eminences arose in the valley: some covered with wood, others with corn or grass, and a few with heath or fern. One of these little hills was distinguished by a parish church [Godshill] at the top, presenting a striking feature in the landscape. Another of these elevations, situated in the centre of the valley, was adorned with a venerable holly-tree, which had grown there for ages. Its singular height and wide spreading dimensions not only render it an object of curiosity to the traveller, but of daily usefulness to the pilot, as a mark visible from the sea, whereby to direct his vessel safe into harbour. Villages, churches, country seats, farm-houses, and cottages, were scattered over every part of the southern valley. In this direction, also, at the foot of the hill where I was stationed, appeared the ancient mansion which I had just quitted, embellished with its woods, groves, and gardens.

"Southeastward, I saw the open ocean, bounded only by the horizon. The sun shone, and gilded the waves with a glittering light that sparkled in the most brilliant manner. More to the east, in continuation of that line of hills where I was placed, rose two downs, one beyond the other, both covered with sheep, and the sea just visible over the farthest of them, as a terminating boundary. In this point ships were seen, some sailing, others at anchor. Here the little river, which watered the southern valley, finished its course, and ran through meadows into the sea, in an eastward direction.

"On the north the sea appeared like a noble river, varying from three to seven miles in breadth, between the banks of the opposite coast and those of the island which I inhabited. Immediately underneath me was a fine wooded district of country, diversified by many pleasing objects. Distant towns [Portsmouth and Gosport] were visible on the opposite shore. Numbers of ships occupied the sheltered station which this northern channel afforded them. The eye roamed with delight over an expanse of near and remote beauties, which alternately caught the observation, and which harmonised together and produced a scene of peculiar interest.

"Westward the hills followed each other, forming several intermediate and partial valleys, in a kind of undulations, like the waves of the sea; and, bending to the south, completed the boundary of the larger valley before described, to the southward of the hill on which I sat. In many instances the hills were cultivated with corn to their very summits, and seemed to defy the inclemency of the weather, which, at these heights, usually renders the ground incapable of bringing forth and ripening the crops of grain. One hill [St. Catherine's, 781 *ft.*] alone, the highest [almost—St. Boniface Down, 787 *ft.*] in elevation, and about ten miles to the south-westward, was enveloped in a cloud, which just permitted

a dim and hazy sight of a signal-post, a lighthouse, and an ancient chantry built on its summit."

In choosing holiday quarters it is difficult to go wrong. All the recognized rendezvous, as described in their places in this Guide, are attractive after their kind, and the island is of such modest extent that the excellent coach arrangements allow of the most distant spots being visited in the course of a day's outing, and the railways, though not so well worked in the interest of the traveller as they might be, do actually link together all the principal places. In winter the "back of the Island"—Bonchurch, Ventnor, and the Undercliff—has a climate as warm as any in Great Britain, and is much drier than the coasts of Devon and Cornwall. This part of the Island is as deservedly famous as a sanatorium as the Island, there and elsewhere, is delightful for a restful vacation.

Churches.—The most interesting, as buildings or for monuments, are: Arreton, (old) Bonchurch, Brading, Calbourne, Carisbrook, Freshwater, Godshill, and Shorwell.

Geology.—The coast sections around Wight are such famous ground for the geologist and fossil-collector that a brief account has been given in this book, with a few outline sketches to show approximately the arrangement of the strata.

The northern half of the Island consists of Tertiary beds. These extend to the foot of the chalk range which traverses the Island from Freshwater to Culver Cliff. The southern half is composed of Secondary rocks.

Tertiary.
- Lower Miocene (Hempstead).
- Upper Eocene (Bembridge, Osborne, Headon, Barton).
- Middle Eocene (Bracklesham, Lower Bagshot).
- Lower Eocene (London Clay, Plastic Clay).

Secondary.
- Upper Cretaceous (Chalk, Upper Greensand, Gault).
- Lower Cretaceous or Neocomian (Lower Greensand, Wealden).

For the *Lower Miocene* the only spot is the coast to the east of Yarmouth (see *p.* 54). Of the *Eocene* there are two finely exposed sections—namely, on the W. coast along Colwell, Totland, and Alum Bays, and on the E. coast at Whitecliff Bay. The Secondary rocks are all to be found in ascending order between Sandown and Culver, and in reverse order from Sandown round the south of the Island to Freshwater; but the most favourably exposed sections are between Rocken End (near St. Catherine's Lighthouse) and Freshwater. The *Lower Greensand* forms the coast all the way between Sandown and Atherfield Point, and from Rocken End westward the cliffs and chines exhibit it to perfection. The *Wealden* occurs from Atherfield past Brook Point—where the "Pine Raft" (*p.* 47) is the lowest of all the Island formations—to

Compton Bay, where the *Lower Greensand*, *Gault*, *Upper Greensand*, and *Chalk* are all seen on a short section.

In order to see the "Pine Raft," Brook Point must be visited at low water, which occurs at 1¾ *hrs.* after high water at London Bridge (see Bradshaw).

Though to some extent out of date in minor details, Mantell's *Isle of Wight* (Bohn's Scientific Library. 5*s.*) is still the best popular handbook, and its perusal cannot fail to add to the intelligent visitor's enjoyment of a holiday in Wight. Mr. Bristow's *Memoir* (see *p.* 67) should also be noted.

History. This need not long detain us. Of the British (Celtic) period there is no record. Numerous barrows on the Downs and (doubtfully) the earthwork stronghold at Carisbrook are to be assigned to it. The Romans conquered Vectis in A.D. 43, and the villas of Brading and Carisbrook are relics of their occupation. Then came the Jutes, and presently Ceadwalla, king (685–88) of Wessex, annexed the Island, and granted a fourth part of it to Wilfrid of York, who introduced Christianity, as he had done into Sussex. The Danes ravaged it repeatedly in the 8th, 9th, 10th, and 11th centuries. Soon after the Norman Conquest, William Fitz Osbern, the Conqueror's marshal, received Wight; but his son, who allied himself with Waltheof, forfeited his lordship (1075). Henry I. granted Wight to Richard de Redvers, and his son it was who founded Quarr Abbey. The last of the De Redvers, Isabella de Fortibus, the famous Lady of the Wight, sold the Island in 1293 to Edward I. for 6,000 marks (£60,000), and, under Wardens, Captains (1461–1582), and Governors, it has ever since been an integral part of the possessions of the Crown. The governorship, since 1841, has been purely honorary. In 1889 Prince Henry of Battenberg was appointed to it, and after his death, in the Ashanti war of 1896, H.R.H. Princess Henry succeeded him in it.

From the 14th to the 16th century our neighbours across the Channel made several descents upon Wight, that of 1377 involving the destruction of Yarmouth, Newtown, and Newport. They came for the last time in 1545, but the threatening attack ended in a futile landing at Brading. The only chapter of Island history of much interest to the traveller has to do with Charles I., and that we have briefly sketched under Carisbrook (*p.* 78). Since then the record has happily been uneventful, and the handiworks of the Defence Committee, by converting the Island into a fortress in advance of Portsmouth, have, it may be hoped, at some sacrifice of the picturesque, rendered Wight invulnerable.

Derivative archæology is often obscure, and in the case of the word *Wight* its etymology seems uncertain. It is commonly stated to be the Saxon form of the Latin *Vectis*, itself a Latinization of some British word such as *gwy*, water, and *gwyth*, a channel—thus "channel island." The inhabitants were certainly called Gwythii. According to the celebrated A.S. Chronicle it is named after Wihtgar, a great-grandson of King Cerdic, who with Cynric

took the island in 530, and it is stated "a few men they slew at Wihtgara-burh" (? Carisbrook).

As regards the word *Vectis*, Diodorus Siculus speaks of *Ictis*, "the island lying in front of Britain," to which tin was carried from the native district for shipment to the mouth of the Rhone; but surely this must be a reference to St. Michael's Mount in Cornwall. The Latin *veho*, to carry, has as its past participle *vectus*, and *vectura* is a carrying by *ship*, etc. (*cf.* P. & O. Tourist S.S. "Vectis"). Then *ictis* (Lat.) is a *weasel*, and *wight* is from the Icelandic *vig*, war, and *vega*, to fight; or the A.S. *wiglic* = warlike, vigilant; and as will be seen in the guide the island is strongly fortified, we must leave this question with a hope that *this* weasel will never be caught asleep.

Skeleton Tours.—To the passing visitor who would make the most of his time, the following may be of service:—

ONE-DAY, from Ryde. Early train to Shanklin, visit the Chine, and walk by Luccomb and the Landslip to Bonchurch and on to Ventnor. Total walk, 4 *m.* Coach to Blackgang and back. Rail to Newport for Carisbrook. Late train to Cowes or Ryde.

Or ONE-DAY, from Ryde or Cowes. Early train to Newport, visit Carisbrook. Rail to Yarmouth. Walk by the coast to Totland Bay and on to Alum Bay, about 5 *m.* Ascend High Down, and by it descend on Freshwater Bay, about 3 *m.* 'Bus, or walk to Freshwater Station. Rail to Ryde or Cowes.

Or ONE-DAY, from Ryde or Cowes. Early train to Newport, visit Carisbrook, and take the walk along the Downs to Freshwater. Visit Alum Bay, and return by rail from Freshwater Station.

TWO-DAYS, from Ryde or Cowes. 1st day, as in the first of the above routes, but sleeping at Newport. 2nd day, Newport to Freshwater by rail, visit Alum Bay, and then take the Downs walk (*p.* 67) to Newport. Rail to Ryde or Cowes.

THREE-DAYS, from Ryde. 1st day, coach to Shanklin [or rail to Bembridge. Walk to Sandown. Rail to Shanklin]. Walk by the Landslip to Bonchurch and Ventnor (sleep). 2nd day, coach to Blackgang and back [or walk back along top of Inland Cliff]. Rail to Newport. Visit Carisbrook. Rail to Freshwater. Sleep at Totland or Alum Bay. 3rd day, the Downs walk (*p.* 67) to Newport. Rail to Cowes and Ryde.

Cycling.—See *Pink Inset.* The map facing page 1 marks the steepest hills. In these days of powerful brakes there is nothing in Wight demanding more than care, but owing to the narrowness and winding of some of the roads this becomes in several cases strictly imperative.

A General Committee of Representatives of the Island's Interests has lately made arrangements with an Information Bureau

at 3 Regent Street, London, where all particulars as to hotels, pensions, lodgings, excursions, scenery, and guide books can be obtained.

Books.—"Architectural Antiquities of the Isle of Wight," by Percy Stone, R.I.B.A. "Tales and Legends of the Isle of Wight," by A. Elder, illustrated by Cruickshank. "The Geology of the Isle of Wight," by W. H. Bristow. (8s. 6d.) "The Annals of the Poor," by Rev. Legh Richmond. "Guide to the Roman Villa," Brading, by J. and F. Hilton-Price. (1s.) "Letters relating to the Isle of Wight," by Rev. E. Boucher James. "Geological Guide to the Isle of Wight," by Mark W. Norman. And the following Novels are more or less connected with, or contain descriptions relative to, the island:—"The Silence of Dean Maitland," "The Reproach of Annesley," "Ribstone Pippins," by Maxwell Gray. "Little Jane," "The Dairyman's Daughter," "The Negro Servant," by Rev. Legh Richmond. "The Saxons in the Isle of Wight," "Captain of the Wight," by F. Cowper. "Knight of the Needle Rock," by J. Wilson. "The Spies of the Wight," by Rev. A. J. Church. "Madcap Violet," by Wm. Black. "Ursula," by Elizabeth Sewell.

Fishing and Shooting.

Of these there is practically little of any account, at any rate for the stranger who is not in touch with the owners of covers and preserved waters.

As to fresh-water fishing, the only ticket is to be obtained at the Angler's Inn at Yarbridge (E. Yar), but this stream is small to what it was twenty years ago. In it there are some good rudd and a few carp, and plenty of dace up to half a pound. From Yarbridge to Gadshill it is free (apply to farmers). Here the dace are good, especially with the fly, and Alverstone makes a pleasant rendezvous. On towards Horringford a few trout are met with.

The Blackwater Angling Association preserve the Upper Medina, but only annual tickets are granted at 10*s.* 6*d.* with 5*s.* entrance fee. There are rainbow and brown trout in the mill dams and streams between Newport and Carisbrook, but the fishing is in private hands and no permission is given.

There is plenty of sea fishing from the pier heads of Sandown, Shanklin, Ryde, Cowes, and Yarmouth. School bass can be had in the Solent in summer with a spinner, but the best is in the late autumn on the shingle bank off Totland.

Golf Courses.

Name of Club.	No. of Holes.	Nearest Railway Station.	Entr. Fee.	Ann. Sub.	Visitors' Fees.	Remarks.
			s. d.	*s. d.*		
Royal Isle of Wight (Bembridge)	9	St. Helen's and Bembridge, both ½ *m.*	105 0	42 0	2*s.* 6*d.* day, 10*s.* week, 30*s.* month.	Many crossings. Best good Sunday after 1 p.m. Sandy.
Isle of Wight, Ladies' (Bembridge)	18	St. Helen's, 5 min. walk.	21 0	39 0	1*s.* day, 6*s.* week.	Introduction by member. Not on Sunday. Sandy. Gents allowed if with lady.
Chale Bay	9	Whitwell, 3 *m.*	Nil.	21 0	1*s.* day, 5*s.* week.	On St. Catherine's Hill.
Freshwater, G. and L. ...	18	Freshwater, 1 *m.*	42 0	21 0	2*s.* 6*d.* day, 10*s.* week 20*s.* month.	On Afton Downs. Sunday without caddies.
Luccomb (Private) ...	9	Ventnor, ¾ *m.*	—	—	—	On Downs near Bonchurch.
Needles, G.	18	Totland B. Pier, 1¼ *m.* Freshwater, 2½ *m.*	21 0	31 6	2*s.* 6*d.* day, 10*s.* week. 20*s.* month.	On Downs. Family (5) 15*s.* month. Sunday without caddies.
„ L.	18	„ „	21 0	31 6	„ „	
Newport	9	Newport, ¾ *m.* Shide, 2 min.	—	—	1*s.* 6*d.* day, 5*s.* week. 10*s.* 6*d.* month.	On Pan Down.
Shanklin and Sandown, G.	18	Sandown, 10 min.	63 0	42 0	2*s.* 6*d.* day, 10*s.* week, 20*s.* month; Christmas and Easter 5*s.* day, 20*s.* week.	Over 3¼ *m.* long. On Blackpan Common. No Sunday play. Somewhat sandy.
„ L.	18	„ „	—	31 6		
Ventnor	9	Ventnor, 1 *m.* Isle of Wight Central Station, ½ *m.*	21 0	21 0	2*s.* day, 7*s.* week, 10*s.* month.	On Bow Down. Not Sundays.

Amateur Championship of **Isle of Wight Golf Union** open to Club members born in the Island, or resident for the year preceding the competition.

Lighthouses and Lightships.

Abbreviations.—W., white. G., green. R., red. B., black. Fl., flashing. F., fixed. Rev., revolving. Gp., group. Occ., occulting. Ls., lightship. Ecl., eclipsed. C.P., candle power. H.W., high water.

Name of Light.	Position.	Number and Colour of Lights.	Character of Light.	Miles seen.	General Description of Building.	Height above H.W. in feet.	Strength in 1,000 C.P.	Remarks.
Lee-on-Solent ..	Pier head.	1 G.	F.	—	Pole.	15	—	E. ent. to Southampton water.
Calshot Ls.	East of channel.	1 W.	Rev.	10	Red hull ; ball on masthead.	33	¾	Revolves every min. Fog reed horn.
Calshot spit	West of channel.	1 W.	Gp. Occ.	—	Red buoy ; carrying light and bell.	30	—	2 eclipses every 8″.
Calshot Castle ..	West entrance to S'ampton water.	1 W.	F.	2	Hut on castle.	40	—	——
Cowes	On Victoria Pier.	2 G.	F.	—	Post.	23	—	——
Stokes Bay	Angles of south-west pier.	2 R.	F.	—	Posts.	17 14	— —	——
Ryde	Pier.	1 W.	F.	6	Post.	15	—	2 R. lights S.E. and E. angle of pier ; 1 G. N.E. angle of pier.
Spit Sand	On fort.	1 W.	F.	—	Small tower.	57	¼	
Southsea	Castle.	1 R. & G.	F.	5	Stone tower.	51	—	——
Horse Sand	On fort.	1 R.	F.	—	——	68	—	——
Noman's Land ..	,,	1 W. & R.	F.	—	——	69	½	Red S.E.; white elsewhere.
Sea View Pier ..	On head.	1 R.	F.	—	Post.	17	—	——
St. Helen's	On fort.	1 G.	F.	2	Small tower.	38	—	——

Name of Light.	Position.	Number and Colour of Lights.	Character of Light.	Miles seen.	General Description of Building.	Height above H.W. in feet.	Strength in 1,000 C.P.	Remarks.
Brading Harbour ..	Entrance to harbour.	1 R., W., and G.	F.	—	Post.	23	—	W. centre of channel; R. to W. of that; G. to E. of that.
Warner Ls.	E. off Bembridge.	1 W.	Rev.	10	Red; ball on mast-head.	35	2½	Every minute. Fog horn, 2 blasts every 2′.
Nab Ls.	,,	1 W.	Gp. Fl.	11	Red; ball on mast-head.	40	12	2 flashes every 45″. Fog horn, 4 blasts every 30″.
Shanklin	Pier head.	2 R.	F.	—	Post.	27 15	—	——
Ventnor	,,	1 R.	F.	—	,,	32	—	Electric.
St. Catherine's ..	Low on point.	1 W.	Fl.	42	Oct. W. castellated tower.	136	15,000	Flash every 5″; vis. S.E. through S. to N.W.
,, ...	,,	1 R.	F.	17	Oct. W. castellated tower.	114	—	Visible N.W. by W. Lloyd's Station. Marconi. Fog siren (high, low), 2 blasts every min.
Needles	Outer rock.	1 W., R., and G.	Occ.	14	Cir. granite, black band half way.	80	W. 35 R. 35 G. 8½	Light, 57″; eclipse, 3″. R., N.W.; W., N.W. to S.E.; G., S.W. Lloyd's. Reed horn, 1 blast every 15″.
Yarmouth	On quay.	1 G.	F.	—	Post.	12	—	} 30 yards apart.
,, ...	Corner of house.	1 W.	F.	—	,,	15	—	
Lymington	Pier.	1 W.	F.	—	,,	16	—	——
,, ...	Town.	2 R.	F.	—	Trestle tower and post.	43 18	} —	Leading lights 425 feet apart.
Egypt Point	On point.	1 W.	Fl.	10	White column.	25	—	Flash every 10″. Visible N.W. through W. to N.E.


THE SOLENT
SPITHEAD
ISLE OF WIGHT
English Miles
TO CYCLISTS.
—is a hill requiring care.
—is an unrideable hill.
NEWPORT
RYDE
YARMOUTH
VENTNOR
SANDOWN
Sandown Bay
Shanklin
Brighstone Bay
Compton Bay
ST CATHERINES POINT

Approaches.

THE ports of entry to the Isle of Wight are four—Ryde, Cowes, Yarmouth, and Bembridge—the last-named during the summer half of the year only, so far as the passenger steamer between it and Portsmouth Harbour is concerned. Totland Bay is not a port, but during the summer steamers ply between it and Lymington in connection with the best trains. By far the most important as regards pleasure traffic is Ryde, as it is in direct connection with the watering-places on the east-coast line—Bembridge, Sandown, Shanklin, and Ventnor.

(1) **London to Ryde.**—The *Brighton* and *South-Western* railway companies compete for this traffic (*viâ* Portsmouth Harbour), and the times (under 3 *hrs.* by best trains) are practically the same. For passengers going through to the Island without break of journey there is nothing to decide the choice between the companies, unless it be the cab fare to the London terminus—Brighton Co., *London Bridge* and *Victoria;* South-Western Co., *Waterloo.* Those with only hand-luggage can use the "tubes" to advantage. Through tickets are available for return by either line.

At Portsmouth Harbour station passengers have only a short distance (under cover) to walk to the steamer pontoon. The steamers are owned jointly by the two railway companies. At *Ryde Pier-head*, which is a railway station, a train awaits the arrival of the boat, and passengers bound for Ryde town can alight at *Esplanade* or *St. John's* (see plan, *p.* 5). The trains go through to Ventnor, calling at all stations; but there has hitherto been one train in the afternoon that has stopped only at Shanklin. Through 3rd class tickets are available 2nd class on the I. of W. Railway.

If the traveller prefers to break his journey from London to the south coast, the following brief particulars may help to determine his choice of route.

The BRIGHTON Co.'s route affords opportunity to visit the following places of interest, for which see Guides to "Surrey and Sussex" and "South Hampshire" (in preparation):—

Petworth ('bus, 6*d.*; *Half Moon*), where the pictures at Petworth House (Lord Leconfield) can be seen on Tues. and Thurs., 11 to 1 and 2 to 4.

Midhurst ('bus, 6*d.*; *Angel*), where, within a few hundred yards of the hotel, are the fine ruins of Cowdray.

Arundel ('bus, 6*d.*; *Norfolk Arms*), where the beautiful park is always accessible, and the Castle (Duke of Norfolk) on Mon. and Fri. by free ticket obtainable at the hotel.

Chichester ('bus, 6*d.*; *Dolphin*, *Anchor*, both in West Street, opp. Cathedral). The Cathedral, market cross, city walls, and St. Mary's Hospital (curious and worth seeing) may be fairly done in 2½ *hrs.* Bosham Church, 4 *m.*

Portsmouth. Passengers intending to resume the journey to the Island the same day should alight at the Harbour Station (*Ref. Rms.*). From this it is only 2 *min.* walk to Portsea Hard (*Keppel's Head Hotel*), and at the N. end of this street are the main gates of the Dockyard (open to visitors on week-days 10 to 12 and 1.15 to 3). The Gun Wharf, between the Harbour station and Portsmouth proper is also worth seeing, but next to the Dockyard in interest is the Royal Clarence Victualling Yard at Gosport, which is reached by steam-ferry (½*d.*; every 5 *min.*) from the pier adjoining the harbour station, or by floating bridge (1*d.*; every 10 *min.*) from Portsmouth Point. Time permitting, a walk along the sea-front of Southsea may be recommended.

The SOUTH-WESTERN *direct Portsmouth* route offers little temptation to break the journey; briefly—

Guildford (*Ref. Rm.*; 5 *min.* to hotels. *White Lion*, *White Hart*, *Angel*, all in High Street) has a picturesque main street. Go up this to the Market House, and there turn right to the Castle (2*d.*). Just out of the town, on the Portsmouth road, is the ruin of St. Catherine's Chapel. (*See Surrey and Sussex Guide.*)

The beautiful country between Guildford and Haslemere is not well seen from the train, owing to the cuttings and woodland through which the line runs.

Petersfield (*Red Lion*, *Dolphin*) is in an attractive neighbourhood, but does not invite a passing call.

Portsmouth, *see above.*

The South-Western *Stokes Bay* route to Ryde is, as regards scenery, of very moderate attractiveness; but it has the advantage of permitting a visit to Winchester, and by a short detour to Romsey. Stokes Bay station and pier are connected. For arrival at Ryde, see *p.* 5.

Winchester (*Ref. Rm.*; *George*, *Royal*, *Black Swan*—omnibuses, 6*d.*, meet trains) has so much to show the visitor that only a hurried survey of its principal objects could be made without spending the night there—Cathedral, St. Mary's College (*i.e.*, Winchester School), Wolvesey, King John's Hall, and, a mile from the city, St. Cross.

The usual route for Stokes Bay leaves the main line at Eastleigh, and passes no place of interest. From Eastleigh, however, a trifling journey will include **Romsey** (*White Horse*, 'bus), where there is a magnificent abbey-church, second only in interest to Winchester Cathedral.

(2) **London to Cowes.**—The *Brighton* Co.'s route is *viâ* Ryde (see *p.* 1), but passengers can book to Portsmouth Harbour Station, and proceed thence direct by steamer. The *South-Western* route as far as Eastleigh is identical with that by Stokes Bay (*above*) to Ryde. Then it goes on to Southampton, where some of the trains run through to the Royal Pier, whence the Cowes boat starts.

Southampton (*Ref. Rm.*; hotels, *South-Western* at station, *Radley* opp. station, *Dolphin* (excellent) and *Swiss Restaurant* in High Street). The picturesque High Street, at the head of which is Bar Gate; the old town-walls, etc., reached by following the road along the shore—*i.e.*, to the right from the S.-W. Hotel—are the principal features of note. The beautiful ruins of Netley Abbey are 3 *m.* S.W. of the town, a pleasant drive or walk along the shore of Southampton Water. Netley Station is a mile from the Abbey.

The voyage to Cowes takes about an hour. Hythe, with its long pier, is seen on the right, and then Netley Hospital on the left bank. Next on the right bank Calshot Castle is passed, and a good view obtained of the wooded Hampshire coast to the west-

ward of it. On the flat shore to the eastward, Lee-on-the-Solent, a seaside resort in embryo, can be made out. Cowes (*p.* 69.) from the water is very picturesque. It is 3 *min.* walk from the landing-stage to Cowes Station, whence, *viâ* Newport, all parts of the Island are accessible.

(3) **London to Yarmouth,** for Freshwater, etc.—This route is the same as that for Cowes as far as Southampton, but the trains run to Southampton West (not the Docks) station. Beyond that there is, with the tide in, a pleasant view over the upper part of Southampton Water; and, soon after Totton Station is passed, the line enters the New Forest—on this side chiefly of wild heaths, that is, from Lyndhurst Road Station until it nears **Brockenhurst** (*Rose and Crown*, on the Lyndhurst road; *Morant Arms*, at the station), the junction for **Lymington** and Yarmouth. At Lymington the steamer pier adjoins the railway station. For Yarmouth, and thence to Freshwater, etc., see *p.* 53. In summer, steamers also ply between Lymington and Totland Bay.

New Forest.—A good idea of this district may be obtained by leaving the train at Lyndhurst Road Station and taking the 'bus to Lyndhurst (*Crown*). A walk in the direction of Minstead might fill out the day, and next day a beautiful walk would be to Knight Wood Oak, and then direct to Brockenhurst by Queen Bower. Ordnance sheets, 315, 330; 1*s.* each.

(4) **London to Bembridge.**—Besides the approach by rail from Ryde, there is during the summer half of the year a steamer (1*s.*) several times a day, from the pontoon adjoining Portsmouth Harbour Station. It is a pleasant voyage, and the boat calls at Southsea and Sea View. The landing at Bembridge is usually in the harbour, close to the hotels; but at low water this is not available. (See *p.* 12.)

Ryde.

Approaches: Steamers from *Portsmouth Harbour Station* in connection with Brighton and South Western Companies' trains; *Stokes Bay* (South Western only). The Southampton and Cowes steamers call at Ryde to and from Portsmouth. Town 'buses at Esplanade Station.

Railway Stations: *Pierhead*, *Esplanade*, and *St. John's Road*. The last-named is the only one available for holders of weekly passes (*p.* iii., *Blue Inset*).

Hotels: *Pier*, B. and A., 5*s.* 6*d.*; din., 5*s.* *Marine*, B. and A., 2*s.* 6*d.*; din., 2*s.* 6*d.*; 6*s.* 6*d.* day. *Albany*, B. and A., 2*s.* 6*d.*; din., 3*s.* 6*d.* *Waverley*, Fam. and Com. All on the Esplanade close to the Pier. *Royal* and *Yelf's*, B. and A., 2*s.* 6*d.*; din., 3*s.* 6*d.*; 17*s.* 6*d.* Sat. to Mon. Both in Union Street. *York* (C.T.), 21 George St. *London* (C.T.), S. end of High Street. *Star* and *Castle*, High St. (smaller). *Sweet's*, Pier St. *Crown*, Union Street. *Young's* (private), Union St. *Welcome* (C.T., Temp.), 5 Union Street.

Boarding Establishments: *Dean House*, 7*s.* 6*d.*; *Eagle*, Esplanade, E.; *Riviera* (C.T.), 6*s.* 6*d.*, Esplanade, W.; *Spencer* (C.T.), 21 Arthur Street, 4*s.* day, 22*s.* week.

Restaurants: *Young's*, 30 and 31 Union St.; *The Ryde*; *Albany*, Esplanade; *Welcome* (C.T.), 5 Union St.

Coaches to Brading, Sandown, Shanklin and Ventnor; and to Newport and Carisbrook—return fares, 5*s.*, box-seat 1*s.* extra. *See Yellow Inset.*

Steamer Trips. *See Yellow Inset.*

Theatre in St. Thomas' Square.

Post and Telegraph Office: (Head Office) 6*a* Union Street. Open 7 a.m. to 10 p.m.; Sun. 8–10 and 5–6. Del., 7, 11.15, 2.15, 6.15; Sun., 7.0 a.m. Desp., 7.45, 10.45, 1.30, 4.30, 8.30; Sun., 8.30 p.m.

Banks: *Capital and Counties*, *National Provincial*, and *Wilts and Dorset*. All in Union St.

Baths: at the head of Victoria Pier—**6***d.*

Boats: Sailing, 2*s.* 6*d.* hour; row, 1*s.* 6*d.* hour, including boatman.

Distances: by *road*, Bembridge, 5¾ *m.*; Brading, 4; Carisbrook, 8; Cowes, 8; Freshwater Bay, 18; Newport, 7; Sandown, 6½; Shanklin, 8¼; Ventnor, 12½.

Cabs: 1*s.* 6*d.* per mile; 1*s.* 3*d.* mile beyond. By the hour—2*s.* 6*d.*, one horse; 3*s.* 6*d.*, two horses.

Ryde (Pop. 11,042) is the landing-place of the majority of visitors to the Isle of Wight. Seen from the water the town appears to advantage, rising from the shore on the slope of a hill some 160 feet high, the houses, especially to the westward, embosomed in foliage and the sky-line broken by graceful spires.

The **Promenade Pier** (2*d.*) is nearly half a mile long. The promenade is along the West side; the Railway runs along the East side, whilst down the middle is an Electric Tramway. At the pier-head is a Railway Station with bookstall and refresh. rooms. Steamers in connection with the trains ply to and from the railway part of the head; other steamers from the part at the head of the promenade. There is also a commodious pavilion,


RYDE
Scale of ¼ Mile
Low Water Mark
Low Water Mark
PIER
PROMENADE
Life Boat House
Baths
Batter
Royal Victoria Yacht Club
ESPLANADE STA.
ESPLANADE
Gardens
The Castle
Boating Lake
Wellington Lo
Buckingham Villa
Ryde Ho
Westfield
ST THOMAS STREET
Post Office
Town Hall
Market
St James Ch
Wesley Chapel
Baptist Chapel
Long Ch
Buckland Grange
WEST STREET
MELVILLE STREET
WOOD STREET
Trinity Ch
Gas Works
Skating Rink
Chapel
Gymnasium
Board Sch
ST JOHNS PARK
ST JOHNS ROAD
ST JOHNS ROAD STATION
All Saints Ch
ARGYLE STREET
Cemetery
Infirmary
HOTELS
1. Pier B 3
2. Esplanade B 3
3. Marine B 3
4. Eagle B 3
5. Albany B 3
6. Sivier's B 3
7. Kent B 3
8. Yelf's C 3
9. Crown C 2
CHURCHES:
All Saints' (Parish) C 2
St James' C 2
St Thomas' C 2
Trinity C 3
Roman Catholic D 3
Market C 2
Post and Telegraph Offices C 3 & C 4
Theatre C 2
Town Hall C 2
Victoria Rooms C 2

seating nearly 1,000, where first-class entertainments, etc., are given.

On reaching the Pier Gates—adjoining the Esplanade Railway Station—we find ourselves on the Esplanade and in the neighbourhood of many of the principal hotels. The plan indicates the situation of the Royal Victoria Yacht Club. The Esplanade eastward from the Pier is a fine broad promenade with gardens and a canoe lake (18 in. deep), on which a Children's Regatta takes place annually. There are also an artistic fountain, numerous shelters, a bandstand, and a good promenade along the sea-front. Skilful "groining" has met with great success in bringing back the sand to this shore. The walk along the front can be continued all the way to Springvale, but the riding of bicycles along the sea-wall is highly dangerous, and should be prohibited by the authorities. The view of Spithead sunlit in the forenoon is very delightful. Overlooking the Esplanade are some of the pleasantest lodging-houses.

In the opposite, *i.e.* westward, direction from the Pier Gates there is another small garden with bandstand and landing-steps, shelters, fountain, and public lavatories. This improvement cost something like £18,000, and was opened by Princess Henry in 1902, the entrance to it being effected by removing some old houses in Pier Street directly at the foot of Union Street, which is the principal business thoroughfare, with excellent shops. Halfway up, on the west side, is the *Arcade*, and at the top St. Thomas' Square. Here is the *Theatre*—in which Mrs. Jordan made her last appearance and Miss Ellen Terry one of her first—and in Lind St., alongside it, are the *Market* and *Town Hall*, a stone building with Ionic portico along its front façade, and containing in the central hall a fine organ erected as a jubilee memorial to Queen Victoria. Adjoining this is *St. James' Church*, and opposite are the *Y.M.C.A.* and *Victoria Rooms*. *St. Thomas' Church* is just N. of the Square.

The street S. from the Square is High Street, a narrow street of no interest (leading to the suburb of Swanmore). From it John Street leads to the handsome Parish Church of *All Saints*, built by Sir G. G. Scott in 1870. The spire, 200 feet high, is conspicuous in all views of Ryde. From it an extensive view is obtained (*6d.*, *1s.* for three). At the *School of Art* at the top of George Street are collections of Wight birds and fossils (*free*).

St. John's Park in the Eastern part of the town, and to the south of that *Oakfield*, are neighbourhoods with plenty of accommodation for visitors, but the most attractive residential district is to the west, especially about Spencer Road—really beautiful with luxuriant foliage. In Benett Street, near St. John's Station, there is a large *Gymnasium*.

View. Leave the Esplanade near its east end, and ascend behind Isle of Wight College—that is, leaving that below on your left. A little beyond it the prospect over the Solent is well-nigh

perfect, set off as it is by the wooded foreground. A little further on you can turn to the left down to the shore, or to the right into the road near St. John's Church.

Walks and Excursions from Ryde.

Distances reckoned from the Pier Gates.

1. **To Binstead Church,** 1½; **Quarr Abbey,** 2; **and Fishborne,** 2¼ *m.* These distances are on foot. The driving-road to Quarr Abbey is 2½ *m.* It is by the Newport Road (see plan) and goes through Binstead village, but it leaves Binstead Church nearly ½ *m.* to the right.

Start by Spencer Road—noting the stag couchant over the entrance of Westfield and the motto "*Qui si sana*"—and at the head of this beautiful avenue take the footpath shown on the plan. This, as it descends, affords a good view over the Solent. A short but stiff ascent leads to **Binstead Church**—note the figure, popularly known as the "idol" over the churchyard S.E. gate. This gate was formerly the N. door of the little church, of which the chancel is now the only part of interest, the nave having been rebuilt. Externally the chancel shows considerable remains of herring-bone work, probably of Norman date. Its windows are Early Decorated, and there is a restored "Leper" window on the S. side next the Nave. The only other features calling for mention are a stone over the porch which represents a bird with a cross and nimbus about its head. This may have been an emblem of the Holy Spirit. Two Norman key-stones rudely carved with grotesque animals are inserted in the W. wall of the nave. On the cill inside the S. window of the chancel is a trefoil-shaped piscina. The octagonal font is worth notice, as also the reading-desk with oak figure of Moses supported by Aaron and Hur.

At the church the footpath becomes a road which you follow to the right and at a fork, just beyond, to the right again. This brings you to the entrance-gate of Quarrthorpe, where you take the lane to the left through pleasant woodland. On reaching the main road follow it to the right.

Quarr Abbey was founded by Baldwin de Redvers in 1131. It was Cistercian, though the first monks were sent from the Benedictine Abbey of Savigny in Normandy, to which house it was in a measure subject. The Abbey Church was consecrated by Bp. Henry de Blois in 1150. About 1238 the Abbey became independent, and the large possessions it held in the Island made the Abbot almost lord-paramount, and he presently had a seat in the House of Lords. In 1340, Edw. III. granted the Abbot license to fortify the house. Soon after the Dissolution the Abbey was sold by the Crown to two brothers named Mills, who set about pulling it down and completely destroyed the Abbey Church, the site of which is now partly occupied by the road.

Very little of the Monastic Buildings remains above ground. To the right as we approach from Ryde, on the bank of a rivulet, is the picturesque fragment of the *Infirmary Chapel*, late 13th cent., with a 14th cent. fireplace. Adjoining the farmhouse is a Barn formed out of the S. end of the *Cellarium* which formed the W. boundary of the Cloisters. Portions of wall represent the *Kitchen* which was at the N.W. of the Cloisters and communicated with the *Refectory*, which ran N. and S. from the N. wall of the cloister, and is now represented by portions of the S. and W. walls. At the N.E. corner are the remains of the *Woodhouse*.

The site of the Abbey was explored in 1891, and the greater part of the plan of the buildings determined. The Abbey Church was cruciform in plan, and about 190 ft. long and 115 wide at the transept, each arm of the latter having three E. chapels. Separated from the N. transept by a passage was the Chapter House, which was entered from the centre of the E. wall of the Cloisters. N. and S. from the Chapter House was the Monks' Dormitory. Courtyards occupied the space between this Dormitory and the Infirmary, which stood immediately W. of the existing ruin of its chapel. The enclosing wall of the Monastery can be traced. It included an area of about 40 acres.

For Fishborne, proceed westward through the gate and under the archway—the entrance to Quarr Abbey House. There is a beautiful view over the Solent as you reach the brow of the hill. When through the next gate descend to the right. The warning-notice just outside does not refer to foot-passengers.

Fishborne requires the tide to be in to show it off to advantage. It is then a very pretty spot, the shores of Wootton Creek being fringed with copsewood. There is only a small beer-shop here, but the pedestrian—who is warned to beware of the muddy shore-walk back to Ryde—may either proceed by footpath up the creek or by road (1¼; *see Map*) to **Wootton Bridge** (*Sloop*, pub. ho.), and thence either to Wootton Station (1 *m.*, turning to the left about half-way); or by main road back to Ryde, 3¼; or in the opposite direction to Newport, 4 or 3¾ *m.*, according as he chooses the old road, which passes Wootton Station (above), or the new road, which is straight forward at the turn to the station.

Wootton Church, abt. ¼ *m.* N.W. from the village by footpath, is of no particular interest. It has an Early 12th cent. S. doorway, the chancel has Early English lancets, the nave two 14th century windows, and a square-headed one of Late Perpendicular. Formerly there was a small chantry dedicated to St. Edmund on the N. side, but this has been destroyed, and only the entrance to it, now built up, remains. There are several monuments to the De Lisles.

2. **To Spring Vale,** 1¾; **Sea View,** 2½; **and Bembridge** (ferry), 5¼ *m.* by the coast. To these places by road, see *below*. Follow the Esplanade eastward and keep on to Puckpool Battery by sea-wall. Just beyond this is the hamlet of **Spring Vale,** with the little *Royal Turret Hotel*, and a few houses with some good lodgings. The outlook of the little place is pleasant, but there are no special features. Still following the coast, here of

rough meadow-land, and then a footpath along the sea-wall, you reach **Sea View** (*Sea View Hotel, Pier*), a bright little watering-place on Nettlestone Point. In summer the steamers between Portsmouth Harbour Station, Southsea, and Bembridge call at the Suspension Pier, a useful if not graceful structure. The surroundings of Sea View are pretty. A little inland are the well-timbered grounds of St. Clare, whilst southward the coast is picturesque with wood—the Priory Woods. In this direction a terrace of houses has been built along the shore, and there are some shops.

The coast-walk onward to Bembridge is enjoyable when the tide is out. Otherwise, the tenacious mud of the foreshore is forbidding to the north of Nodes Point. The shore is bordered by a sea-wall, but land-slips have broken it. Once round Nodes Point there is no difficulty. You pass the daymark, formed of the tower of St. Helen's Old Church, and then go along the golf links to the Ferry opposite Bembridge, *p.* 12.

Ryde to Bembridge, 5¾, road all the way; 5 *m.* only to Bembridge Ferry. The roads to **Spring Vale** (2½) and **Sea View** (3½) are separate branches from the road to Bembridge, and are indicated in small type below.

From St. John's Church (abt. a mile; see plan) follow the road eastward (½) to a direction-post.

For *Spring Vale* (above), here turn left, skirting the grounds of St. Clare. You reach the coast at the Royal Turret Hotel, and the houses are to the right of that.

Turn to the right and bear round to the left, and at (½) cross-roads take the road straight on—*i.e.*, bear a trifle to the right and then go to the left—to the pleasant little *Nettlestone Green*, ¾ *m.* onward.

For *Sea View* (above) turn to the left—a pretty road chiefly downhill and steep at the finish.

For Bembridge bear to the right, passing presently the modern St. Helen's Church, to (1½) *St. Helen's Green* (*The Vine Inn*). Here at the entrance of the village you have the choice between road all the way and the ferry route. For the latter turn to the left and, a little way on, to the right, down on to the sandy promontory stretching across the harbour, and on which is the Royal Isle of Wight golf links (ferry across to Bembridge, 3*d.*). For the former—the way for carriages or cyclists—to the right along the upper side of the Green and then to the left to *St. Helen's Station*. There you enter on a road alongside the line (toll 1*d.* foot-passengers; cycles, 2*d.*) and if the tide be in, have a pleasant mile into **Bembridge** (*p.* 12).

Ryde to Cowes. 8 *m.* by road. Leave High St. by John St. and keep straight forward through Binstead (1½), down Quarr Hill (rather steep), to Wootton Bridge (3½). Then straight on over the hill down to Palmer's Bridge (4½), and at a fork, 300 *yds.* further, straight on also. [Left, to Newport, 2½ from the fork.] At Whippingham School (5¾) you have a choice of routes:—

(*a*) *Left*, adding a long ½ *m.* to the distance, to Whippingham Church (*p.* 73), rejoining the main road just short of the Prince of Wales Hotel.

(*b*) *Straight on.* In about ½ *m.* the grounds of *Osborne* (*see p.* 71) are on the right, and just past the Prince of Wales Hotel you go to the left, and when opposite the main entrance to Osborne keep to the left downhill. At the foot of the hill turn left to the Floating Bridge (every 10 *minutes*) connecting East and West Cowes (*p.* 71). If, however, you are bound for Trinity Wharf, whence the steam-launch connects with the steamers from West Cowes, at the foot of the hill turn to the right along Castle Street, and then the first turn to the left, and then again the first turn to the left. The wharf is then a little to the right.

Ryde to Newport, 7 *m.* by road, *viâ* Wootton Bridge and Palmers' Bridge. This is sufficiently given under "Ryde to Cowes" (*above*). Another route, more hilly, but only a trifle longer is *viâ* Wootton Bridge and Wootton Station (*p.* 8), whence straight on. A third route (7¾ *m.*) is *viâ* Haylands (1½), Haven Street (3¼), Haven Street Station (3¾). This is sufficiently shown on the map (*p.* 15).

Ryde to Ventnor, by *road;* for places *see* Index.

(*a*) By Brading, 4 *m.*; Sandown, 6¼; Shanklin, 8½; Ventnor, 12½. This is the favourite route for cyclists. The only drawback is the drag up Shanklin Down and the steep and serpentine descent thence into Bonchurch. From Sandown onwards the road is apt to be cut up by summer traffic.

(*b*) By Newchurch, 6 *m.*; Wroxall, 9¾; Ventnor, 12. This route has the advantage of no serious ascents, but the descent from Ashey Down, and the steep winding road down into Ventnor, both demand caution. The view from Ashey Down (*p.* 29) is some compensation for an otherwise somewhat dull journey. It can be shortened by taking train to Ashey Station, and ascending to the sea-mark (429 ft.) by a footpath alongside the branch railway to chalk-pit. The view is extensive (but see Afton Down, *p.* 67, and *Introduction, p.* x).

Brading

("Broad Meadow").

Railway Station: *Brading Junction,* ¼ *m.* E. of the town.

Inns: *Bugle; Red Lion.*

Post and Telegraph Office: High Street.

Distances: by *rail,* Ryde (St. John's), 3½ *m.*; Bembridge, 2½; Sandown, 2; Shanklin, 3¼; Ventnor, 7½.

Brading (pop. 1,700), a town by courtesy, consists of a single street which in recent years has been lengthened southward by the villas of The Mall. It is a place of ancient origin, and has probably been occupied from the time of the Romans downwards. Brading Haven was formerly navigable, and till a few years ago small craft could ascend with the tide to its quay. Now the greater part of the Haven has been reclaimed (1880)—the scheme was one of those financed by the notorious Liberator Building Society—and what sea-traffic there is is confined to Bembridge Harbour and the quay near St. Helen's Station. The town lost its municipal status in 1886, and now seeks compensation for the loss of its petty seaborne trade by catering for summer visitors.

Brading is not one of the popular Island resorts, being handicapped by its distance from the seashore, but it has some good accommodation for visitors who appreciate the breezy range which rises to a height of 400 feet immediately to the westward.

The main street, High Street, still preserves some of the old-world appearance of "Ye Kinge's towne of Brading," as it was styled on the Corporation Seal, but the only objects of much note are the Church at the top of the street and the Roman Villa (*p.* 20). In the ground of the open space half-way up the street is an iron ring, the old Bull ring. The restored *old* Town Hall and Market House (reading-room, etc.) adjoins the churchyard, and the old stocks and whipping-post are preserved. A neat village hall has been built at the top of High Street.

Brading Church is said to have been founded by Wilfrid about 704, but the tradition is more than questionable, as no mention occurs in Domesday of a church here. In local history it is chiefly remarkable as the burial-place of the Oglander family, and as having been served by the Rev. Legh Richmond (1797 to 1805), whose "Annals of the Poor," written after his removal to Turvey, contains many admirable descriptions of the vicinity. The present vicarage dates from 1848, and is not on the site of the one he occupied, which was nearer the church. The non-resident vicar, whom Richmond represented, held the living from 1790 to 1847.

Externally, the Church is chiefly noticeable for its Early English tower—the spire was rebuilt at the beginning of the present century—which springs from four piers and so forms a W. porch. The Aisles of the Nave, the S. Porch, and the Chapel on the S. side of the Chancel were built about 1500. The E. end of the Chancel was rebuilt when the Church was restored. The Oglander Chapel, on the N. side of the Chancel, dates from the middle of the 16th century. From the outside of the church we get little idea of its antiquity.

The Interior. The pillars of the Nave (restored in 1865) are Late Norman and the pointed arches mark the transition to Early English. A single-light window at the W. end of the N. aisle belongs to the latter style, a relic of the original aisles, which were rebuilt about 1500. On the N. side of the chancel-arch, behind the pulpit, is a niche and the jamb of another—part perhaps of a stone screen across the chancel. The letters on the soffit are read M L D 13—the L reversed and joined to the M—and are supposed to give the date, 1513, by a combination of Roman and Arabic numerals, but the L in that case seems superfluous.

The Chancel is Early English. It was restored by Blomfield in 1874. On the S. side of the Sacrarium is the finely carved tomb-slab (probably Flemish) of John Cherowin (d. 1441), Constable of Porchester Castle. He is represented in plate armour, under an elaborate architectural canopy and with two dogs at his feet. The helmet, hands, and sword-hilt have lost the inlaid metal. Notice

the ancient piscina and the holy water stoup, remounted and obviously not *in situ*.

The N. chapel contains the altar-tombs of William Howly (d. 1520) and his wife Elizabeth. There is also a memorial tablet to the Rev. Legh Richmond.

The **Oglander Chapel** on the S. side of the chancel is enclosed with oak screens and fitted with stalls. The S. windows have heraldic glass; and shields, charged with the arms of families allied to the Oglander family by marriage, run along the roof on both sides. The E. window is to the memory of Geo. Oglander, No. 3, *below*.

Tombs. 1. On right at W. end, John Oglander, *temp.* Henry VIII. He is supposed to have built the chapel. 2. On left at W. end, Oliver Oglander, son of No. 1. He and his wife and seven children are represented on the S. side, and on the opposite side are objects of his charity. 3. At the E. end is a brass to George Oglander, 1567. 4. On right at E. end, Sir William Oglander, 1608, with fine wooden effigy, coloured. 5. On left at E. end, Sir John Oglander, 1655, the author of the Oglander MSS., with poor effigy. 6. Above it is a niche with small effigy and brass to George Oglander, 1632, son of No. 5.

The later memorials need not be particularised. The Oglander family "came over with the Conqueror," and is found seated at Nunwell (*i.e.* West), *temp.* Henry I. That house and village were destroyed by fire, *temp.* Henry VI., and the present **Nunwell** (*i.e.* East), ½ *m.* W. of Brading, was acquired by Oliver Oglander (No. 2). He seems to have bought back this property, which had for a time been alienated by marriage. Sir William, son of George Oglander (No. 6), was made a baronet in 1665, as a recognition of his and his father's support of the Royal cause. The seventh and last baronet, Sir Henry, died in 1874 (his tomb is in the Chapel) and his widow in 1894. The property thus held in direct descent for nearly eight centuries then passed to a distant cousin, Mr. J. H. Glynn-Oglander. Nunwell, we may here remark, was mostly built by Sir John (No. 5), but his work was added to and altered by the third baronet, Sir William (d. 1734), and the house is now much as he left it.

In the graveyard is the tomb of Mrs. Ann Berry, d. 1790, with the well-known epitaph, "Forgive, blest shade, the tributary tear," etc., which Legh Richmond bade Jane "the Young Cottager" commit to memory. The words were set to music by Dr. Calcott. Jane's tombstone is immediately E. of the chancel. She died in 1799, aged fifteen, and her epitaph has been attributed to Richmond.

The best walk or drive from Brading is along the downs westward—Brading Down, Ashey Down, Mersley Down, Arreton Down, and St. George's Down. The stations on the Newport and Sandown line (*pp.* 21–26) are convenient for the return journey. The total distance from Brading along the range and down to Blackwater Station is about 7 miles (see *p.* 29).

Bembridge.

Approaches: by *rail*, *viâ* Brading Junction; by *steamer*, in summer, from pier adjoining Portsmouth Harbour Station, 1*s.* The steamer usually calls at Southsea and Sea View.

Hotels: *Royal Spithead*, a large first-class house: *Bembridge* (C.T.). These are in the same hands, the latter being the older house; they are close together and near to the station and harbour. *Ye Olde Village Inn* at the top of the hill: and there are several small Inns.

Post and Telegraph Office. In the village street, 100 *yds.* E. from the Church, and ¼ *m.* from the station and hotels.

*** The Steamer lands and embarks passengers at the harbour-pier, except at low water, when a boat is used from the shore, about ¼ *m.* E. from N. end of the Ducie Walk.

The reclamation of Brading Harbour (650 acres), the erection of the Spithead Hotel, and the making of the branch line from Brading to Bembridge are memorials of the too well known "Liberator" Building Society in 1878. Sir Hugh Myddleton (James I.) succeeded in the reclamation, but the sea shortly after got its own back again.

Bembridge (pop. 1,200) is picturesquely situated. Its north end is close to the shore near Bembridge Point, and it straggles for half a mile up the sharply rising ground which flanks the east side of the inlet, now chiefly reclaimed from the sea, of Brading Harbour. Of places of resort on the coast of the Island it is probably the least frequented by summer visitors, owing to the limited supply of lodgings, and the generally humble character of such as there are. Some care should be exercised in the choice of an abode, as drainage and water-supply are still regulated on primitive principles. There is a public water-supply of excellent quality, but it is not laid on to all of the lodgings.

Of objects calling for more than mention there are none. The *Church*, at the top of the hill, is modern, the parish having been formed out of Brading in 1827. It has a good lych gate. The *Ducie Walk* is an avenue, ¼ *m.* long, running nearly N. and S., and 2 *min.* from the hotels up the main road. Fine cedars and firs on each side. A pleasant spot! A British oak has been planted at the top of the hill opposite the White House to commemorate the coronation of King Edward VII.

The special attractions of Bembridge are yachting and golf. There is a Small-Yacht Club (of 500 members, who have a good club house near the station), and the Spithead Hotel is the head-quarters of the Isle of Wight Golf Club. The links are on the N. side of the harbour, across which there is a ferry (3*d.*).

The shore at low water has a stretch of sand extending as a spit for ¾ *m.* from Bembridge Point to St. Helen's Fort, one of the Spithead defences. Along the coast eastward and southward there is a strip of sand fringed with rocks. The best sands are at Whitecliff Bay (*p.* 13), a pretty spot, well known to geologists, about 2 *m.* S. from the village. The shortest way is down past

Knowles Windmill, and at the bottom, by a woodland track on the left, which comes out on to the road near the Battery (*see map*). Turn up the hill, and a little above the Battery take a cart-track on the right.

Walks from Bembridge.

The most obvious walk or drive is along the causeway parallel with the railway for 1¼ *m.* to *St. Helen's*. With the tide up it is pleasant, but calls for no description. The toll for foot passengers is 1*d.*, cycles 2*d.* The little village of **St. Helen's Green** is about 5 *min.* N. from St. Helen's Station, but is of no particular interest. Its Parish Church (¾ *m.* by field-path) is on the road towards Sea View and Ryde. It was originally built in 1719, but was rebuilt in 1862. The ancient church stood on the shore at the N. end of the present golf links. Part of its tower is now a day-mark. Of St. Helen's Priory, a Cluniac foundation, nothing is left. It was near the old church, and its name is preserved by "The Priory," a private residence on the coast towards Sea View.

The walk along the shore from St. Helen's to Sea View is only practicable at low tide, as the clayey foreshore to the N. of Nodes Pt. is wet with land springs. The sea-wall is chronically out of repair from landslips.

Of **short walks** one of the best is to start by the footpath which leaves The Ducie opposite the road coming up from the station. Follow it straight on, skirting *East Cliff* (Earl Fitzwilliam) and *Tyne Hall*. Just beyond the latter you can turn left to the cliff and follow it by footpath past Lane End to the Foreland Coastguard Station. Thence direct back to Bembridge is about a mile—total 2¾ *m.*

This walk may be profitably extended by still following the cliff-top path. The shore, a short distance onward, becomes prettily broken by landslips, and about a mile beyond the Foreland Coastguard Station you reach **Whitecliff Bay,** overlooking which is a good-sized house that for a season or two aspired to be a hotel. The bay at the S. end, where the chalk of the Culver Cliffs begins, is very picturesque.* From the house just named follow the rough road till you join another road. Adjoining the latter is a *Battery* (no admission). Turn left down the hill and in a few yards take a track on the right into Steyne Wood. When this runs into a road, cross that, and continue by a bridle-road till you join another woodland road. Follow this to the right up to the Windmill and keep straight on, skirting the wall of Bembridge Lodge, to the village. Out and home this round is about 5¼ miles.

Bembridge to Yaverland, 4; **and Sandown,** 5½ *m.* *Also* **to Yarbridge,** 4; **and Brading,** 4½ *m.*, by road. For walks to Sandown see next small print.

Starting from the hotels, go up the road to the right of the *Bembridge* and then turn to the right just beyond the church.

* For the geology, see *pp.* 16, 17.

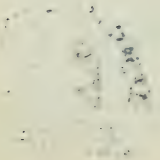
Just short of the water-tank and windmill the road turns to the left to Bembridge Cross (1), and you there turn to the right down through Steyne Wood. On clearing this follow the sinuous road past Bembridge Farm (*see Map*), and ¼ *m.* onward bear round to the left up Longlands Shute to a chalk pit (2½) under Bembridge Fort. The road then turns to the right and skirts Bembridge Down to a junction of roads (3½; the direction post says 4, but that is *viâ* Hill Way and South-hill). Here the Sandown and Brading routes diverge, but the traveller bound for the latter place, if he has not visited **Yaverland** (*p.* 18) will not begrudge the ¼ *m.* detour there and back—½ *m.* if he has to hunt up the key of the church, at the first cottage on the right beyond the church.

For Sandown we turn to the left, pass Yaverland Church and Manor House (now a farm), descend through the little village, and, with a fine view ahead across the bay, enter Sandown High Street past the Forts and Coastguard Station.

From the direction-post just short of Yaverland the Brading road ascends and then drops sharply, and runs along a causeway to Yarbridge (*Angler's Inn*) (for Brading Station there is a footpath alongside the railway from the near side of the bridge over the line), on reaching which you turn to right for **Brading** village (*p.* 9).

Bembridge to Sandown, about 5½ *m.* or 2 *hrs.* easy, on foot. Make for the Windmill (*above*) and descend past it through the wood, avoiding paths to the left. On quitting the wood you join the road last described, and follow it to the chalk pit at the top of Longlands Shute. Thence strike up the Down—a stiff climb—to the Fort and Yarborough Monument (*p.* 19). You then have a choice between descending pretty direct to Sandown, or following down the ridge to the road just N. of Yaverland.

Another route (about 6 *m.* or 2½ *hrs.*) is to walk by the coast to Whitecliff Bay (*p.* 13), and there, by a rough path alongside a hedgerow, get on to the Down—also a stiff climb. The Yarborough Monument is in this case also the point to make for. Given a clear day, the view from the Down is full reward for the fatigue, and especially on approaching Sandown is the retrospect over Whitecliff Bay and the sunlit **Culver Cliff** beautiful. The origin of Culver is variously given as from Anglo-Saxon *cofa*, a cave or cove (*cf.* Cofa Pike in Lake District), or from Anglo-Saxon *culfre*, a dove. Certainly the cliff was once the haunt of pigeons. Some 40 to 50 feet from the top is the **Hermit's Hole**, a small cave, access to which is by a very narrow and dangerous path.



SECTION MAP No. 1



Sandown.

Railway Station: *Sandown Junction*,—abt. ½ *m.* from the sea-front. Hotel and Town omnibuses and cabs meet the trains.

Hotels: *Ocean*, B. and A., 5*s.* 6*d.*; din., 6*s.*; Esplanade and High Street. *Sandown*, Culver Road. *Royal Pier*, B. and A., 4*s.*; din., 4*s.* 6*d.*; opposite the Pier; all facing the sea. *York*, York Road. *Commercial*, Bridger Street. *Royal Standard*, Beachfield Road. *Seagrove* (C.T.). *Child's* (Private). *Railway* (smaller).

Boarding Establishments: *Chatsworth*, one minute from Esplanade. *Balconies*, 5*s.* 6*d.* day; 12*s.* 6*d.* Sat. to Mon. *Loch Lomond*, 7*s.* day. *Montpelier*, 6*s.* day; 12*s.* Sat. to Mon. *Blenheim*, St. Johns Road. *Radnor*, Esplanade.

Restaurants: *Royal Pier Hotel*; *Child's*.

Bank: *Capital and Counties*, 49 High Street.

Post and Telegraph Office: St. John's Road, off High Street. Open 7–8. Del. 7, 11.30, 6.30; Sun. 7 a.m. Desp. 9.20, 1.5, 8.10; Sun. 8.10 p.m.

Pier (with Pavilion, 1*d.*).

Distances: by road, Arreton, 5½; Bembridge, 5½; Brading, 2½; Carisbrook, 10½; Freshwater Gate, 21; Godshill, 5½; Newport, 9¼; Ryde, 6¼; Shanklin, 2¼; Shorwell, 11½; Ventnor, 6¼; Yaverland Church, 1⅜ *m.*

Golf. *See Golf Section, p.* xvi, *Introduction.*

*** For Coaches, 3 or 4 daily during the season, inquire at 1 High Street or Winchester Mews. *See Yellow Inset.*

Steamboats. *See Yellow Inset.*

The situation of **Sandown** (pop. 5,000) on the open shore of Sandown Bay gives it its distinctive character, as the sea-bathing place *par excellence* of the Island. The slope of the shore is gradual and the sands are good and extensive. The aspect of the ¾-mile sea-front is south-east, and the outlook over the Bay from Culver Cliff to Dunnose is delightful. There is a well-kept Esplanade, with Bandstand, and a good Pier, and, in the season, numberless canoes and pleasure-boats enliven the sea. At the S. end is a zigzag walk to the top of the cliff, starting from near the so-called Kursaal, which consists of an entertainment hall and small skating rink over an arcade of shops.

Accommodation is abundant. The leading hotels are first-class, and there are good second-class houses. Of boarding-houses and lodgings, at all prices, the supply is large and increasing; indeed, Sandown chiefly exists for and by its visitors. It is specially in favour with family parties, and is probably the most bracing place on the coast of the Island. The shops of High Street are well supplied, and the town is electrically lighted.

Of public buildings the only ones calling for mention are the *Town Hall*, in Grafton Street, where entertainments are given, and the *Churches*. The *Free Library* and the *Queen Victoria Jubilee Fountain and Lamp* are opposite the Sandown Hotel.

Christ Church, the parish church, built in 1845, is at the S. end of the town, just off the top of High Street, at the junction with Broadway. The west doorway commemorates Sir Henry Oglander, the last baronet, and the representative of a family, of Norman

descent, continuously seated at Nunwell (*p.* 11) since the reign of Henry I., and perhaps earlier. The lych gate will remind our readers of St. Martin's, Canterbury. *St. John's Church*, built in 1880–1, is at the N. end of the town—about ¼ *m.* inland from the Sandown Hotel.

The notorious John Wilkes, once Lord Mayor of London, of the *North Briton*, is credited with the discovery of Sandown. For some years before his death, in 1797, he had a cottage here which he called, in "Villakin," and his name is perpetuated in Wilkes Road and Terrace. This stood in what is now High Street, but has long disappeared. It is in connection with the defence of the Island that Sandown first finds mention. Henry VIII. built a "Bulwark" here, and this, later, was rebuilt and altered more than once, and known as Sandown Castle. The Star fort, which was its final form, was built in the eighteenth century, but it gave way about 1870 to the present Fort to the N. of the town. Sandown only began its independent existence in 1847, when it was constituted an ecclesiastical parish, and separated from Brading.

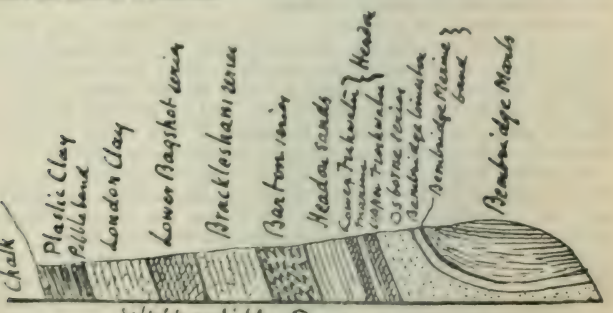
Geology of the coast from Sandown to Bembridge.—The main anti-clinal axis of the Island has its eastern extremity at Sandown, and the Wealden beds—the oldest of the Island strata—form the floor of Sandown Bay, and rise from the shore to an inconsiderable extent immediately north of Sandown, where the grey Punfield shales, the uppermost of the Wealden beds, can be fairly examined. In 1885 the Geological Survey found the Pine Raft (*p.* 47) at low water, but the floor of the bay needs to be swept clear of surface accumulations to render the Wealden accessible, and this state of things is of rare occurrence.

Viewed from Sandown, the cliffs to the east ward afford a good illustration of the arrangement of the secondary rocks overlying the Wealden. The N.E. dip is obvious, and differences of colour distinguish the successive strata: wealden, lower greensand, gault, upper greensand—the last three constituting "Red Cliff"—and chalk. The fossil collector will not find this section so profitable as the corresponding one along the S.W. cliffs of the Island, but a good many fossils may from time to time be found on the beach in masses that have fallen from the cliff.

The chalk of Culver Cliff, as viewed from the sea, is very striking, the flint-bands of the upper chalk serving to bring out the sharp dip of the strata.

Immediately to the east of Culver Cliff is **Whitecliff Bay**, which is reached (small print *p.* 19) on foot by a rough path, descending alongside a hedgerow from the north flank of the Down. Near where this path leads to the shore, in the angle of the bay, there is a fine exposure of the junction of the chalk and plastic clay (Woolwich and Reading beds).

The accompanying section shows the order of the Tertiary beds, but the foundering of the cliff and the abundance of vegetation render many of the beds somewhat difficult to examine.



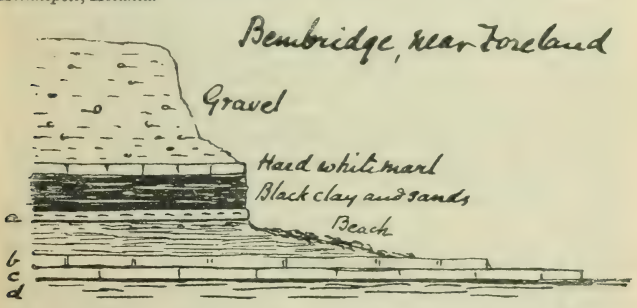
The *Plastic Clay* (no fossils) is easily distinguishable from the *London Clay* (Bognor beds), the uppermost portion of the former abutting on the band of flint pebbles, which constitutes the base of the latter. From 1 to 2 feet from this pebble band is a bed of sandstone full of *Ditrupa plana*, and at 35 feet a zone of *Panopæa intermedia* and *Pholadomya margaritacea*, at 50 feet a band of *Ditrupa plana*, and at 80 feet a band of *Cardita*. The darker coloured sands and clays which make up the rest of the series yield *Panopæa intermedia*, and in the septaria (of which a layer of large ones occurs) may be found *Pinna affinis*.

The *Lower Bagshot beds* (no fossils) consist of whitish and yellowish sands, with bands of sandstone, pebbles, and clay. The lower part of the *Bracklesham Beds* have dark brown marls seamed with lignite, the prevalent fossils being *Cardita planicosta* and *Turritella imbricataria*. The upper two-thirds of the series—whitish clay, whitish and yellowish sands—terminates in a pebble band.

The *Barton Clay* (fossiliferous, but difficult to study owing to the confused and overgrown state of the section) is sufficiently described *p.* 64. To it succeed the *Upper Bagshot Sands* (a few cases of fossils), or *Headon Sands*, and there, as shown on the above section, occur two freshwater, or brackish, beds, separated by a marine bed—the three being known as the *Headon Series*, rich in fossils. In the lower freshwater bed, *Planorbis obtusus*, *P. euomphalus*, *Paludina lenta*, and *Limnæa*. In the marine bed, of green and yellow sands in its lower part, are casts of *Cytherea*, etc.; and in the clays of the Venus bed, which lies next, are to be found *Cytherea*, *Sanguinolaria*, *Potamidum cinctum*, *Natica*, and *Serpulæ*. *Cytherea* also occurs in the yellowish sands which form the upper part of this marine bed. The upper freshwater bed—chiefly of marl and greenish clays and sands, yields *Cyrena obovata*, *Potamidum*, *Limnæa longiscata*, *Planorbis*, and near its upper part, *Unio*, *Paludina lenta*, *Potomomya*, etc.

The *Osborne Series* (difficult to examine) consists of clays and sands, with a narrow band of yellowish limestone which is fossiliferous but not very profitable.

The *Bembridge Series*—limestone, upper and lower marls—of Whitecliff Bay is rich in fossils. In the limestone, *Limnæa*, *Planorbis*, *Paludina globuloides*, *Helix occlusa*, and many *Chara* (seed-vessels). In the lower marls: *Ostrea Vectensis*, *Cyrena*, *Cytherea*, *Paludina lenta*, *Melanopsis*, etc. In the upper marls: *Paludina*, *Melanopsis*, *Melania*.



a. Band of Cyrena semistriata
b. Upper Bembridge limestone with Limnæa
c. Marly limestone with small Paludina
d. Green marl.

The section of the cliff near Bembridge Foreland is, it will be seen, not favourable for fossil-collecting; but the band of *Cyrena* will be noted.

Walks and Excursions from Sandown.

Distances reckoned from the Post Office in High Street.

The country immediately inland from Sandown is featureless and unattractive. The cliff path to Shanklin is pleasant and under two miles. For the walk along the shore, *see p.* 32. The road to Shanklin, sufficiently shown by the map, is a little over two miles, and dull, and the rail may be preferred. In the opposite direction the high ground of Bembridge Down and Culver Down offers breezy rambles with fine views, and no one making Sandown his headquarters should omit to walk or drive along the Downs between Arreton and Brading, *p.* 29.

1. **Sandown to Yaverland** (Church), 1½; **Bembridge** (Station), 5¼ *m.* by road. Other routes (pedestrian) to Bembridge are given in the small print, *p.* 19.

Follow the coast-road northward, which bends inland past the Fort. Yaverland village (1¼), consists of a few cottages by the road-side and a farm. Just above the latter, on the left-hand side, lives the caretaker of the Church, and it may save a return down the hill if you inquire for the key. Ascending under the trees, past the Rectory, right, you come to Yaverland Manor House (now a farmhouse) and the Church.

Yaverland Church—restored in 1888, when the porch and N. aisle were added, the chancel lengthened, and the roof renewed—dates from the twelfth century. The enriched *S. doorway*, with diapered tympanum, is of this period. A single plate-traceried window on the S. side, and a small light at the W. end, are 13th century, the former belonging to a chantry that was then begun but perhaps never completed. The *Chancel-arch*, low and small, is of the 12th century, and somewhat richer than that of the S. door, the shafts having vertical and horizontal zigzag ornament. On the N. side of the arch was the entrance to the rood-loft, and on the S. side a squint. The opening over the arch was made in 1888. On a bracket at the N.W. corner of the nave is an earthenware *Bowl*, found in 1889 when digging a trench for the heating apparatus. Two bowls were found, but this is the only one preserved. Its date is between B.C. 100 and A.D. 100. The *Stoup* set in the S. wall is of the 15th century.

Yaverland Manor House is a fine Jacobean house with a front of two gables, and projecting gabled wings, but no porch—a feature commonly added later to such buildings. In 1553, the manor was sold by the Russell family to one Richards, a brewer of Brading who had grown rich by supplying the ships at St. Helen's. His son, probably, was the builder of the house, as the date 1620 and the initials I. E. R. are carved on the arch at the foot of the staircase. The interior can only be viewed by favour of Messrs. White, the tenants.

For Bembridge, follow the road past the church and in a furlong turn to the right; [left to Yarbridge and Brading, 1 *m.*] After

skirting Bembridge Down, at a chalk-pit go down to the left,* and at a fork just beyond Bembridge Farm to the left again. Continue straight on up through Steyne Wood, and at cross-roads at Bembridge Cross, turn to the left; and to the right at the next opportunity. In Bembridge (*p.* 12) turn to the left past the church and follow the road down to the Harbour and Station—or you may reach the same point (not 5 *min.* extra) by keeping straight on to the turn next beyond that to the church. There go to the left, and in a few yards to the right along the Ducie avenue, quitting it a furlong onward by a road down to the left. This latter course shows Bembridge at its best.

The pedestrian bound from Sandown to Bembridge has a choice of routes three of which include Yaverland.

(*a*) About 5 *m.* Follow the road last described to ($3\frac{1}{2}$) the beginning of *Steyne Wood*. There, just beyond the rivulet, enter the wood, left, and follow the track, which presently becomes a lane and ascends past a windmill and water-tank, where it rejoins the road above described.

(*b*) About $6\frac{3}{4}$ *m.* Follow the road past Yaverland (*p.* 18), and when it reaches (2) the open hillside of Bembridge Down make for the top and the ($1\frac{1}{4}$) **Yarborough Monument** (328 *ft.* above sea-level), an obelisk originally (1849) placed where the fort now stands. It commemorates the first Earl of Yarborough, the founder of the Royal Yacht Squadron, who died in 1846. The date-stone is in the second course from the top on the Sandown side. Here there is also a Marconi Station and a modern Fort near by.

The **View** extends to Ryde and the Solent, and eastward over Bembridge to the mainland—the spire of Chichester Cathedral, about 20 *m.* distant, can be seen in clear weather. In the opposite direction Dunnose is the limit of the coast view, with Shanklin and the Downs running westward.

From the monument descend N.E. to ($\frac{1}{2}$) **Whitecliff Bay** (*below*).

(*c*) About $6\frac{1}{2}$ *m.*, and avoiding the climb over Bembridge Down. This is the easiest walk to Whitecliff Bay. Follow the road (*above*) along the N. flank of the Down to ($2\frac{1}{2}$) the chalk-pit, under the Fort. There quit the road and take a track straight on, which quickly becomes enclosed and passes a cottage. Just beyond this take a track, right, and follow it, past an old chalk-pit, alongside the hedge-bank down to **Whitecliff Bay** (*below*).

(*d*) About 6 *m.*, but $2\frac{1}{2}$ *hrs.*, direct over Bembridge Down and by Whitecliff Bay. Quit the coast road where it bends inland for Yaverland, and follow the cliff top of Red Cliff and Culver Cliff, gradually climbing to the Yarborough Monument *above*, thence as described in (*b*) to **Whitecliff Bay,** a beautiful spot with strikingly contrasted strata in the cliffs, and perfect sands.

For the geology of Whitecliff Bay, see *p.* 16. The coast walk (3) onward to Bembridge is given (reverse way) *p.* 13. To abridge the walk ($\frac{3}{4}$ shorter) strike inland from the quondam hotel and proceed as on *p.* 13.

2. To the Roman Villa, $1\frac{3}{4}$, and Brading, $2\frac{3}{4}$ *m.* The latter place is about $2\frac{1}{4}$ *m.* direct, the additional distance given being due to the detour to the Villa. A pleasant round of about $6\frac{1}{2}$ miles may be taken as follows:—Walk to the villa, and returning to the main road go through Yarbridge to Brading (see the church).

* At the bend of the road, nearly $\frac{1}{4}$ *m.* onward from this chalk-pit, a lane goes off westward to *Centurion's Copse* (map), through which it is continued. On the W. side of the copse and about 70 *yds.* S. from the track stood *St. Urian's Chapel*, of which only the foundations can be traced. Local tradition says it was pulled down to furnish materials for Yaverland Church, but this is a mistake, as the chapel still existed *temp.* Edward VI. The name of the copse looks like a corruption of "St. Urian," but curiously enough, Roman remains have been found hereabouts, and the saint's name may have been fabricated out of Centurion.

Then return to Yarbridge and turn left to Yaverland (Church and Manor House, *p.* 18). The map shows this round.

If we start from High St. we make for the Sandown Hotel and there turn to the left, leaving the town by Avenue Rd. After passing under the railway we bear to the right and follow the main road for ¼ *m.* There we diverge to the left, and shortly afterwards keep to the right.

Roman Villa (open daily except Sundays, 1*s.*; children half-price. Price's Guide, with plan and illustrations, 1*s.*, is the best and is sold at the villa. No photographing allowed). This was discovered in 1880, and the extent of the buildings proves that it must have been the residence of a person of some wealth, but nothing has come to light to enable its owner to be identified. That the villa was not a solitary house but the principal one of a settlement on Brading Haven (now reclaimed from the sea) is probable. The period of occupation, to judge by the coins found, must have lasted on until the beginning of the 5th century. The whole of the western buildings, which include the villa proper, have now been placed under one roof, and the various antiquities are being catalogued and set up in proper exhibition cases, and include pottery, objects in bronze, iron, stone, and bone; tiles; glass; bones of man (found in the well), *bos longifrons*, deer, and domestic animals. The coins found range from Domitian, A.D. 81–96, to Honorius, A.D. 393–423.

The buildings appear to have occupied three sides of a quadrangle about 200 feet each way and open to the east. The principal apartments were in a block 90 by 55 feet on the W. side, containing twelve rooms, and in these are several well-preserved tessellated **Pavements.**

In Room iii., Mosaic 9½ by 10½ *ft.* In centre, Head of a Bacchante. In the compartment below this: two Gladiators, one with trident and net. In left-hand compartment, a tomed building with a Fox under a Vine (?). In right-hand, a small house approached by steps. On its right two griffins, and to the left the figure of a man, with the head and legs of a cock (? Abraxus). Only one of the corner subjects is intact, and the design resembles that in the centre, but the cross-headed sceptre may indicate Jove.

Room vi. A hall or corridor, 50 *ft.* long. Half-way along its red and white pavement is a panel representing Orpheus drawing birds and beasts by the music of his lyre. He wears a red Phrygian cap, and the creatures figured are a monkey, a fox, a bird, and a peacock. It has been suggested that the design may be a Christian representation typical of the Good Shepherd. A stone subway, N. of the furnace, is supposed to have communicated with the furnace for warming the adjoining chambers.

Room ix., left of the subway, has a pavement with a geometrical design in the centre.

Room xii. is 32½ *ft.* long, and of two portions, the eastern 15½ wide, the western 13 *ft.* These were probably divided by a curtain. The pavement in the former is nearly perfect and a fine example. Along its E. side is a narrow panel with Tritons, half-men, half-fish ministrants to marine deities. The main design is cruciform. The central panel bears the Head of Medusa, and of those forming the limits of the cross one represents Demeter, goddess of harvest, offering corn to Triptolemus, the inventor of the plough and agriculture, and of the civilisation which is the result of it. He is nude, and holds in his left hand a primitive plough. Next, to the right, are male and female figures, perhaps meant for Daphnis (with Phrygian cap, Pan-pipe, and shepherd's crook)

and a Nymph, who is dancing to the sound of a tambourine. Next, to the right, Hercules, giving the double-headed axe he had taken from the Amazons to Omphale, queen of Lydia. The fourth compartment has lost the upper part of one of its figures. It is supposed to depict the nymph Arethusa fleeing from Alpheius, the river-god. The bust repeated between the panels is Mercury.

Between the wall-projections which subdivide the apartment is a seated figure variously identified as Hipparchus, the first and greatest of Greek astronomers, or Pythagoras. The former seems the better to explain the apparatus. On a pillar is a circular object with twelve divisions—perhaps a zodiac. Below is what may be a globe to which he is pointing. On the other side W. stands a vase with something in it, not easily recognizable, but said to be a pen. The pavement of the W. half of the apartment is enclosed on three sides by a *fan* pattern in white, and having at the W. side a double cross crampon*n*ée (or Thor's hammer). The pictorial design has been destroyed to a great extent. Three of the four corner emblems representing the Seasons remain—heads representing Summer (poppies), notice too the peacock; Autumn (ears of corn). Winter (a bare branch with dead bird). On the W. side is a panel fairly preserved. It represents Perseus holding up the head of Medusa and Andromeda sitting on the rock.

The rooms we have noticed are the most interesting of the western block. At the W. end of the N. block is (xv.) a perfect example of a hypocaust. The floor has disappeared, but the supporting pillars of tiles remain. Notice the flue on the E. side, and the furnace near the S.W. corner.

In room xxviii., at the S.E. corner of the N. block, is the old well, which has been cleared to a depth of over 100 feet. In it, with various débris, was a human skeleton.

Of the S. block of buildings there is nothing much to say. No. xxxv., 92 *ft.* long, was perhaps a barn. To the E. of this, but on lower ground, and always apparently isolated, are the remains of a building which may have been a bath-house originally, but was later, perhaps in Saxon times, converted to some other use.

Returning to the main road, on reaching it we turn to the left for Brading. At cross-roads at *Yarbridge*, about ½ *m.* onward, the Yaverland and Bembridge road comes in on the right. We can either keep straight on or turn to the left and then almost at once to the right along The Mall, the southward and modern extension of **Brading** (*p.* 9).

To return to Sandown by Yaverland, we retrace our steps to the cross-roads at Yarbridge and there turn to the left. Beyond the railway and the bridge over the Yar the road ascends Marsh Combe Shute. When over the brow turn to the right to Yaverland (*p.* 18), and follow the road, down through the village, to Sandown

Sandown Junction to Newport, by rail, 8¾ *m.* In the general absence of noteworthy scenery observable from the Island railways, this line is distinguished by some pleasant views, and the intermediate stations afford ready access to the Downs stretching E. and W. from Brading to Newport.

From Sandown the line ascends the flat, green valley of the eastern Yar to *Alverstone* (1½ *m.*).

Queen's Bower, a picturesque view-point, is most conveniently reached from Alverstone. It is a knoll on the W. side of the road, 5 fur. S. from the Station. Its name refers to the tradition that Isabella de Fortibus, Lady of the Wight (1263–93), had a hunting lodge here, in what was then the Forest of Borthwood, now represented by the adjoining copse, and Borthwood Farm, across the road.

By following the road to the right you can reach Newchurch (*below*) in about a mile. To return to Sandown from the Bower, an easy hour's walk, go S., by Upper Borth wood and the copse, to (1 *m.*) the Newport and Sandown road, and there turn to the left, entering Sandown by Lake.

Beyond Alverstone the Yar Valley is sprinkled with wood, and on the N. side the ground rises to the range of downs. At the foot of the slope of Ashey Down stood Knighton, "by far the most considerable and beautiful of the ancient mansions of the island" (*Englefield*). It was pulled down in 1820, but there are monuments to the Dillington and Bissett families, whose seat it was, in Newchurch Church. It belonged to the Bissetts when Legh Richmond visited the "large and venerable mansion." *Newchurch* ($2\frac{1}{2}$) is at the foot of the shute at the top of which stands the village (*small inn*).

About 5 *min.* S. from the Station is **Newchurch Church**. It is a cruciform building, but not particularly interesting. Externally the most noticeable feature is the ugly wooden tower, which in the 18th century was substituted for the stone superstructure erected three centuries earlier by the monks of Beaulieu over the S. porch. The oldest part of the church is the N. side of the chancel, which has its original Early English lancet windows.

The S.W. pier of the crossing shows the built-up approach to the destroyed Roodloft. The canopied sounding-board of the Pulpit is 17th cent. work, and the Lectern, a "pelican in her piety," is made out of a sounding-board finial brought from Frome. There is a quaint epitaph to one Richard Forward, who was vestry clerk 54 years, church clerk 24 years, and schoolmaster 53 years.

Newchurch parish originally included what is now Ryde. The 800th anniversary of the founding of the Church was celebrated in 1887. The following entry is from the registers:—"The Bishop of this Diocese, Sir Jonathan Trelawny, came over from Gosport early in the morning on the 27th of June, 1719, and the same day consecrated the church of St. Helens, which was built on new ground, the Church as it stood before was too much exposed to the wash of the sea, and presently after it on the same day he consecrated also the chapel of Ride in this parish, being built by Mr. Player, at whose house in Ride he dined, and went over again on the same day."

From Newchurch Station it is about $1\frac{1}{4}$ *m.* N. to the top of Mersley Down (*p.* 29) whence the walk can be extended E. to Brading or W. to Newport.

At *Horringford* ($3\frac{3}{4}$ *m.*) the line crosses the coach-road from Sandown or Shanklin to Arreton.

The traveller interested in the "Dairyman's Daughter" will find the Dairyman's cottage (now slated) about $\frac{1}{2}$ *m.* S. from the station on the right of the road at Hale Common, opposite a chapel. (*See Map p.* 15.)

The **road to Arreton** ($1\frac{1}{4}$) starts N. from the station and cannot be mistaken. About $\frac{1}{4}$ *m.* along it, a road on the right

leads ($\frac{1}{4}$ *m.*) to Heasley (properly **Haseley**), once a grange belonging to Quarr Abbey. At the Dissolution it was bought by John Mills (*p.* 6), but was sold by his family to Chief Justice Fleming, *temp.* James I. It still belongs to the Flemings, but retains few traces of the monks' work—the W. end of the E. wing. Built into the N. wall of this wing is part of a chimney-piece with the arms of Henry VII. The house, now occupied by the tenant of Heasley Farm, whose leave must be asked to inspect it, was rebuilt probably about two hundred years ago and some offices added in 1857.

The straggling cottages alongside the road constitute Arreton Street, at the top of which, a few yards to the right, is the church which attracts so many visitors to Arreton. (*White Lion Inn*, close to the church).

Arreton Church, restored in 1886 by the late Mr. Christian, is interesting and beautiful. It was one of the six Island churches given by William Fitz Osbern (the Conqueror's kinsman and marshal, who received the lordship of Wight) to his newly founded Abbey of Lyra, now *Lire*, in Normandy. The church is mentioned in Domesday (1085–6) as in the hands of that abbey, by which it was made over, in 1149, to Quarr Abbey (founded 1131) for an annual payment of 40*s*. The church, as we now see it, is mainly the work of the monks of Quarr.

The principal external feature is the W. tower, originally built about 1300. The two lower stages are of that period. The upper stage and the huge angle buttresses are nearly two centuries later, and point to some unrecorded failure in the structure. Notice the curiously placed windows in the angles between the N. and S. side of the tower and the nave.

We enter the church by the 16th century S. porch, and a glance around suffices to show the architectural interest of the building, and the excellent taste of the restorer's work. Just inside to R. is a white marble monument to Sir Leonard Thomas Worsley Holmes, the last of this ancient family. In the W. wall of the nave the round-headed doorway and the small round-headed window above it are relics of the earliest building, which seems to have consisted of nave and chancel only. The "long and short" work of the doorway is consistent with a pre-Norman date. The lancet windows on each side are Early English. The modern font is of marble, with oak cover.

The Nave is of three bays—the roof, formerly hidden by plaster, is old—and the arcades opening on the aisles show the enlargement of the church, begun about 1160, by the addition of a N. aisle. Of the N. arcade the E. column is Norman, the other, as well as the responds and arches, are Transitional to Early English, which is the style of the S. arcade. The N. aisle retains its old roof, and the square-headed windows inserted about 1500, but the wall was rebuilt

in 1886. The S. aisle windows are also early 15th century, except that at the W. end, which was placed there when Mr. Christian removed the disfiguring Holmes chapel, the Holmes memorials being placed in the church.

Towards the close of the Early English period, when (about 1270) that style was at its richest and about to merge into the Decorated style, the monks remodelled the chancel, which probably was originally apsidal. Of the oldest church a small window in the N. wall still remains. The new work included a second or S. chancel, and the now polished Purbeck columns and capitals of the beautiful arcade, are very striking. The side windows of both chancels are of two lights, with a cusped circle in the heads, the E. windows of three lights of the same character. The stair leading to the (destroyed) 16th century rood-loft will be noticed on the S. side of the chancel arch.

The only ancient brass of interest is a small one of the 15th century (1430) in S. chancel, representing a man in plate armour (helmet missing), and bearing the inscription :—

"Here is y byried . under this graue
Harry Hawles . his soul god saue
Longe tyme steward . of the yle of Wyght
Have mrey on hym . god ful of myght."

Notice also the quaint black and white tablet on south side of S. chancel arch.

In the graveyard, close to the N.E. chancel door, is the grave of Elizabeth Wallbridge (d. 1801, aged 31), the "Dairyman's Daughter" of Legh Richmond's "Annals." The epitaph often attributed to Richmond was written by Mrs. W. C. Bousfield.

"Stranger! if e'er, by chance or feeling led,
Upon this hallow'd turf thy footsteps tread ;
Turn from the contemplation of this sod,
And think on her whose spirit rests with God.
Lowly her lot on earth, but He who bore
Tidings of grace and blessings to the poor,
Gave her, His truth and faithfulness to prove,
The choicest treasures of His boundless love :
Faith, that dispell'd affliction's darkest gloom ;
Hope, that could cheer the passage to the tomb ;
Peace, that not Hell's dark Legions could destroy ;
And Love, that fill'd the soul with heavenly joy.
Death, of its sting disarm'd, she knew no fear,
But tasted Heaven e'en while she lingered here :
Oh! happy saint, may we like thee be blest,
In life be faithful, and in death find rest."

The adjoining grave is that of the Dairyman's elder daughter, Hannah, whose death, whilst in service at Knighton, was the occasion of Mr. Richmond's first acquaintance with Elizabeth Wallbridge.

Adjoining the graveyard is a good example of a Jacobean cottage. A little above the Church is the **Manor House**, a fine Jacobean mansion built probably by Sir Levinus Bennet, *temp.* James I. The porch, dated 1639, was most

likely an addition. The house, now occupied by the tenant of the Manor Farm, is not shown indiscriminately. In the Drawing Room, panelled, is a handsome chimney-piece with the arms of the Bennet family between smaller panels, representing left, Mars, and right, Plenty. In the bed-room above, the "oak room," the chimney-piece has a large panel representing the "Offering up of Isaac," a quaint composition said to be Flemish.

To the E. of the Manor House is a fine contemporary dovecote.

The ascent to the top of **Arreton Down,** a fine view-point, can be made by road to Downend and there turning to the right up the ridge to the highest point, 444 *ft.* This will take ½ *hr.*, but the pedestrian will cut off the angle made by the road. For the view, see *p.* 29.

Another fine walk (2½ *m.*) is by the road W. from Arreton over St. George's Down and thence N.W. down to Shide Station (*p.* 26). Carisbrook Castle is a conspicuous object from the high ground, and can be reached in about a mile from Shide.

Merston (5), from which there is a good view S., including, from right to left, Hoy's Monument, Godshill Church, and the Worsley Obelisk, is the junction for the line from Newport, *viâ* Godshill and Whitwell, to Ventnor.

Merston Manor House, reached by road N. from Station to (½ *m.*) the hamlet of Merston, and there going to the left for about the same distance. This fine old mansion is of the usual type, with projecting wings and a central porch. It is now occupied by the tenant of Merston Farm, whose permission is required to view it. Externally, the rich tone of the brickwork, and the absence of restorer's work, make it very picturesque. On the first floor some good panelling and two florid oak chimney-pieces are worth seeing. The house was built by Edward Cheke, son-in-law of Sir William Oglander (*p.* 11), at the end of the 16th or beginning of the 17th century. A colony of owls has for many years had its home in the roof.

There is a good view, left, towards Gatcombe, as we reach *Blackwater* (7), a convenient station from which to ascend St. George's Down, and also the nearest point on the railway for Gatcombe, in the opposite direction.

St. George's Down. From the station follow the road over the level-crossing, and shortly afterwards turn to the left. Then, about 200 *yds.* onward, turn up to the right and ascend the hill. The highest point (363 *ft.*) is a little to the right of where you reach the plateau, but the finest view is N. over Newport and down the Medina valley and away over the Solent to the mainland. To the N.W. is Carisbrook; then, sweeping round southward, the view includes Chillerton Down,

above Gatcombe, and the whole valley of the Yar to St. Catherine's, Appuldurcombe, and Shanklin Downs.

The road along the summit of St. George's Down leads N.W., over Pan Down (fine view-point), down to Shide (1¼) and Newport (2). Eastward this road can be followed down to Arreton (1½; *p.* 23) and Horringford Station.

In the latter case, just as the drop to Arreton begins, a divergence, left, of ¼ *m.* down the N. slope would take us to *Great East Standen*, now a farmhouse which preserves the name, but nothing else, of an ancient mansion. Here the Princess Cicely (daughter of Edward IV. and sister to the queen of Henry VII.) lived in retirement with her second husband, a gentleman of Lincolnshire named Kelme (or Kime). She died here in 1507, aged 38, and was buried at Quarr Abbey. In 1603 the third Earl of Southampton (Shakespeare's patron) was appointed Governor of the Island, and he made Standen his residence. It was then that his bowling-green and a house he built on St. George's Down became the weekly rendezvous of the chief gentlemen of the Island.

Blackwater Station to Gatcombe, 1¾ *m.* From the station follow the road shown on the map as passing Whitecroft. It crosses the Medina river and runs W. in about a mile into the Chale and Carisbrook road, on striking which go to the left. In a little over half a mile enter the drive, right, of Gatcombe House, and presently take a road diverging to the right. This is a public road and winds round to the Church (*p.* 28). Ascending the hill past the church you would, in a short ½ *m.*, rejoin the Chale road (*see Map*). The walk from Gatcombe to Godshill and Wroxall Station is described the reverse way, *pp.* 28 and 34.

Through the park-like Medina valley the line reaches *Shide* (8), a mile E. from Carisbrook and three-quarters S. from Newport. The hill rising S.E. of the station is Pan Down, which is worth ascending (10 *min.*) for the fine view down the Medina valley and across the Solent. For **Newport** (8¾) see *p.* 75.

In this village of Shide are the seismographic instruments of Prof. Milne, from which he obtains records showing the period, extent, and direction of the vibrations that constitute earthquakes, his ultimate object being that warnings of such may be given, and become as trustworthy as storm signals are to us now. By courtesy we were favoured with a view of the recorders, but it must be distinctly understood that they are not open to inspection by tourists.

Sandown to Whitely Bank, 3½; **Godshill** (Church), 5¼; **Rookley,** 7½; **Blackwater** (Station), 9; **Newport** (St. James' Sq.), 11 *m.*

From *Rookley* (7½) there is also the route to **Gatcombe** (drive-gate), 9; **Carisbrook,** 11; **Newport,** 12 *m.*

The pedestrian who is sojourning at Sandown may with advantage take the train to Wroxall and walk (*p.* 34) thence to Godshill (2¼), through Appuldurcombe Park, and then return by the direct road *viâ* Whitely Bank—a walk of 7½ *m.* If from Wroxall Station a detour be first made to Cook's Castle and back, the extra distance will be about a mile.

Both the above roads are fairly easy for cyclists. Proceed up High Street to the Church and there turn left. A sharp descent with a turn to the left beyond the railway leads to *Lake* ($\frac{1}{2}$ *m.*) There turn to the right, and keep straight on to *Apse Heath* cross-roads (2). Turn to the left to *Whitely Bank* cross-roads ($3\frac{1}{2}$), and there go to the right. At the entrance to Godshill is the *Griffin*, and the church is $\frac{1}{4}$ *m.* onward.

Godshill (Station, $\frac{1}{2}$ *m.* W.) is a striking little place, and on reaching the group of cottages at the top of the knoll on which the church stands it is impossible not to admire the picturesqueness of the spot. It is a very favourite rendezvous for tea parties. The churchyard is entered near the S.W. corner, but before entering, inquiry should be made for the key at a cottage close by, as the church is usually locked—an Island habit due too often to the misbehaviour of excursionists.

Godshill Church (*6d. each, towards the restoration*), one of the six given by William Fitz Osbern soon after the Conquest, to his Abbey of Lyra in Normandy, and perhaps founded by him, was, according to tradition, originally built in the valley at Devil's Acre, Sheepwash, about a mile S.W. Perhaps the monks effected the change of site, attributed as usual to the devil, but of their work nothing is left. On the suppression of the Alien Priories in 1414, Henry V. gave Godshill to Sheen Priory, founded that year.

The Church, as we see it, dates from the first quarter of the 15th cent., and is, with the exception of later tasteless work, Early Perpendicular. Architecturally it is of little interest. The top stage of the tower was rebuilt in the 16th cent., and restored after being struck by lightning in 1778. The building consists of two equal aisles with short transepts—Sanctus Bell niche in S gable—and a Tower at the W. end of the N. Aisle or Nave. In the S. Porch is a tablet to Richard Gard, whose virtues are chronicled, but not the oblique ways in which, according to Sir John Oglander, he acquired wealth. Notice the old door, and just within it a piscina. The latter is an insertion, but its left-hand side is Early English, and the sole relic of the church of the Lyra monks. The interior of the Church is fairly lined with memorials, chiefly to the Worsley family of Appuldurcombe. It may be noted that the E. and W. windows, which have apparently Decorated tracery, are really of Perpendicular date, and the arch next W. of the sacrarium is only an imitation of Early English work. On the N. wall is a copy of a picture by Rubens, "Daniel in the den of lions." The only monuments of interest are: S. of the sacrarium, Sir John Leigh (*temp.* Henry VIII.) and his wife, with alabaster effigies. At his feet is the boar which killed him, and two monks as weepers. The lady (*née* Hackett) whose first husband had been the last of the Fry family of Appuldurcombe, brought that property to Sir John, whose only child married Sir James Worsley, from Lincolnshire, who was Captain of Wight from 1511 to 1538.

The monument to Sir James and his wife is on the N. side of the chancel—the first of the line of Worsleys of Appuldurcombe. On the S. wall of the S. aisle is the monument to their son, Sir Richard Worsley (*d.* 1565) who succeeded his father as Captain, and held the appointment till 1553.

In the *S. Transept* is the huge sarcophagus of Sir Richard Worsley (*d.* 1805) the last of the Appuldurcombe line. Of more interest is the curious budding cross frescoed on the E. wall.

For Newport, or Gatcombe you leave Godshill by the road descending (N.) to the right. At the foot of the hill the railway * to Ventnor and the Yar are crossed, and the road then ascends to (2½) Rookley, where it joins the Niton and Newport road, which you follow northward. The rest of the way to Newport is by Blackwater and Shide stations, and cannot be missed.

For Newport, *viâ* Gatcombe turn to the left 300 yds. N. of Rookley, and in a mile you join the Chale and Carisbrook road, across which is Sheat Manor House, a fine Elizabethan house with a good chimney-piece and panelling in the dining-room.

On foot you can proceed to Gatcombe Church by going up past the farm buildings, and then turning to the right. If in doubt, inquire at the cottages. A footway leads from them down through the wood to the Church—*see Map.*

On wheels, the only way to Gatcombe Church is to follow the road N. for a short ½ *m.*, and then, a little way up the hill, to turn left, along the drive of Gatcombe House. From the drive, take the road diverging to the right. This winds round to the left past a pond to the Church.

Gatcombe Church (*key at Rectory, on hill above*) is sequestered amid the woods of Gatcombe House. The 15th cent. Tower is finely proportioned. The Church originally consisted of nave and chancel (latter rebuilt in 1865), and was founded in the 13th cent. as a Chapel for Gatcombe Manor. Of this date are a lancet window, between modern buttresses, on the S. side of the nave; the chancel arch—notice the face-like outline of the mouldings of the capitals; and the font. The recess in the chancel, containing a wooden effigy of a knight in armour, was shifted when the chancel was rebuilt. The date of the effigy, a poor example, is uncertain and may be Jacobean. The top of the tower screen is made out of the fine old 16th cent. altar-rail—a barbarous instance of the restorer's handiwork. In the vestry is a good Jacobean table, formerly the altar. Some remains of old glass are left in the Perpend. windows.

The road to Carisbrook and Newport is under 3 miles from the drive-gate of Gatcombe House. If the tourist is returning to Sandown, he can proceed to (1½) *Blackwater Station.* To do this, turn left on quitting the drive, and at a fork ½ *m.* towards Newport, keep to the right, see map.

* Road N. from here leads to (1½) Merston Station, p. 25.

Sandown by Lake and Horringford Station to Arreton, $5\frac{1}{4}$ *m.*; **Blackwater,** $7\frac{1}{4}$; **Newport,** $9\frac{1}{4}$. This is the easiest driving road between Sandown and Newport. It undulates considerably, but the steepest incline is that down to Lake at starting. About $\frac{3}{4}$ *m.* short of Horringford Station it passes the Dairyman's Cottage (*p.* 36). Arreton is described *p.* 23. There, $\frac{1}{4}$ *m.* beyond the "White Lion," turn to the left, and $\frac{1}{2}$ *m.* onward to the right. At a junction of roads above Blackwater Station go to the right. At Shide Station you cross the line, and $\frac{1}{4}$ *m.* onward the road turns to the right direct into Newport (*p.* 75).

Sandown by Yarbridge and the road along the Downs to Newport, $9\frac{1}{4}$ *m.* The panoramic views make this road worth taking. The only serious hill is the very steep ascent from Brading Mall to the top of Brading Down. An enjoyable drive is to Arreton and back, going by this road and returning by that last described, or *vice-versâ*, total $13\frac{1}{2}$ *m.* Pedestrians can combine the Downs route with rail; *see pp.* 23, 25, 26.

From Sandown follow the Brading road, and just beyond Yarbridge turn to the left, and crossing the S. end of Brading Mall, ascend the hill, keeping to the right past a marl pit. **Brading Down** (407 *ft.*) overlooks Nunwell (*p.* 11), and the prospect over the N.E. corner of the Island to Ryde and Spithead is very beautiful. To the S. and W., the view extends to the southern Downs—Shanklin, Appuldurcombe and St. Catherine's.

On **Ashey Down** (5 *m.*; 429 *ft.*) is a triangular sea-mark, and it is worth while ascending to it. Legh Richmond's description of the view is a *locus classicus*, and we have quoted it in the Introduction. The road on to **Mersley Down** ($6\frac{1}{4}$) involves a descent and rather steep ascent. Then it is chiefly downhill for $1\frac{1}{2}$ *m.* to **Downend** (*Hare and Hounds*) and Arreton Church, Carisbrook Castle, and the Medina valley are in sight—the last very pretty with the towers of Osborne to the right of it. The pedestrian will abridge the descent to Arreton, *see Map*, and *p.* 23. The main road from Downend into Newport is briefly noticed, *p.* 33.

Shanklin.

Railway Station to the N.W. of the town. The nearest way to the shore is by Hope Road, due E., left, from station to Small Hope Chine at the N. end of the Esplanade. For High Street and the principal part of the town, at a fork just outside the station take the right-hand road, Station Road. Town and hotel omnibuses and cabs meet trains.

Hotels: *Parish's*, B. and A., 3*s.* 6*d.*; din., 5*s.*; High Street, ½ *m.* from station. *Hulbert's* (Gar.), B. and A., 3*s.*; din., 3*s.*; S. end of High Street. *Royal Spa*, Esplanade. *Marine*, B. and A., 3*s.* 6*d.*; din., 3*s.*; close to Station in Regent Street. *Clarendon*, Clarendon Road. *Jones' Temp.*, *Chambers' Temp.*, *Chine Inn*, 3*s.* day; *Crab*, at top of Chine.

Boarding Establishments: *Channel View*, N. Cliff, 7*s.* 6*d.* day; *Cliff House*, 7*s.* 6*d.* day; *Inverary?*, sat. to Mon. 10*s.* 6*d.*; *Clifton House*, S. End, 7*s.* day; *Napier House*, S. of Pier; *Madeira*, Queen's Road, 7*s.* day; *Stonycroft* (C.P.), 6*s.* day.

Post and Telegraph Office: High Street and Esplanade. Open, 7–8.30; Sun., 8–10 a.m.

Bank: *Capital and Counties*, High St.

Churches: *St. John's* (Parish), to the S. of the town on the Bonchurch road (continuation of High St.); *St. Saviour's*, on the cliff above the esplanade; *St. Paul's*, Station Road, and a new R.C. chapel in Atherley Road, left from station.

Baths: *Moorman's* and *Royal Spa Hotel*, both on the Esplanade. Mixed bathing allowed.

Distances: (by road) Arreton, 5; Brading, 4½; Cowes, 12; Godshill, 3½; Newport (*via* Godshill), 9; Ryde, 8½; Sandown, 2½; Ventnor, 4½; Wroxall, 3¼.

Coaches: to Blackgang, Carisbrook, and Newport and back, 5*s.*; to Arreton, Newport, Carisbrook, and Freshwater and back, 7*s.* 6*d.*; to Arreton, Whippingham, Cowes, and back by Newport and Godshill, 5*s.* *See Yellow Inset.*

*** Local bills should be consulted for days and times. Hitherto the first given route has been taken four days a week, the others once each. Coach proprietor at New Road Mews, Shanklin.

Steamers. *See Yellow Inset.*

Pier and **Landing Stage** (2*d.*; 1*s.* week). New Pavilion half-way down pier.

Shanklin is (pop. 4,600) a little smaller than Sandown. The two places, though scarcely a mile and a half apart, differ considerably. Sandown, as we have said, is wholly modern. Shanklin, though chiefly modern, is an old and picturesque little village that has grown into a town. At Sandown, the open shore is perfection for materfamilias regardful chiefly of the children. Shanklin is much more picturesque, is situated for the most part on a cliff, 100 to 150 feet above the sea, and has in its southern and older portion (S. from the S. end of High Street) the advantage of foliage. The part of the place immediately on the shore is the Esplanade, which is an undercliff promenade, about half a mile in length. The sands and bathing are excellent.

No matter where the visitors happen to be, they are sure to be within hail of a chalybeate drink, for this can be obtained on the shore at the N. end, opposite the Pier at the Pump Room (1*d.*), or in the Chine at the S. end. At each place the local authori-

ties' certificate of purity is posted. As to its palatability, we leave our readers to decide.

Arrangements are all but completed for the construction of a Kursaal and Marine Gardens at the north end of the Esplanade. This will include a hall to seat 600, and altogether will very attractively utilize the piece of vacant ground now existing. A trifle north of the pier there is a cliff-lift (1*d.*), which is also a boon to invalids and the aged. Off a broad opening in the High Street is the Institute with Ionic façade, in which is a reading room (entrance by a slot machine, 1*d.*), Assembly Rooms with stage, and the Art School. On the cliff is "Keat's Green," much frequented for its illuminated promenade, concerts, etc. A little south of the pier is a jubilee clock tower with weather-cock, erected by the inhabitants; and more recently was erected by Lord Alverstone, in memory of his son, the Arthur Webster Cottage Hospital.

The accommodation for visitors—hotels, boarding-houses, and lodgings—is abundant, the less expensive being in the newest part, in the roads on either hand between the station and shore.

Of public buildings there are none calling for description, but the situation of the **Parish Church** (St. John's), on high ground at the foot of Shanklin Down and environed by trees, is picturesque. To reach it, follow High Street southward, and keep straight on from Hollier's Hotel up the road. The Church originally consisted of a single aisle with no structural distinction between nave and chancel. In 1852 it was enlarged by a small extension westward, and the addition of transepts and a S. aisle to the nave. The only feature of the old structure is a 14th cent. piscina in the S. wall of the chancel. In the vestry is an interesting oak chest that belonged to Thomas Silksted, prior of St. Swithun's, Winchester. The inscription dates it 1512. The Lych Gate is a memorial to the late F. W. Popham, Lord of the Manor, and is surmounted by a striking clock.

Shanklin Chine (3*d.*) can be entered either from the beach at the S. end of the Esplanade, or by turning down the road, that leaves High Street * near the Crab Inn, to a gate. The Chine is a narrow and precipitous fissure, or rather gully, in the green-sand. A tiny stream, that in a wet season makes a small cascade at the head, threads it, and has doubtless been the principal agent in its formation. The path follows now one side, now the other. In ascending from the shore, Tower Cottage and its foliage are an effective feature on the brink above.

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* The drinking-fountain inscription was written by Longfellow when he was at Shanklin in 1868.

"O traveller, stay thy weary feet;
Drink of this fountain cool and sweet;
It flows for rich and poor the same;
Then go thy way, remembering still
The wayside well beneath the hill,
The cup of water in His name."

For a good **cliff-view**, the visitor who is returning to the Esplanade may, on quitting the upper end of the Chine, turn down the wooded hollow to the left and to the left again at the first opportunity to the cliff top. Thence, steps lead down to the shore.

Walks and Excursions from Shanklin.

Distances reckoned from the Post-Office.

The cliff path to Sandown is pleasant and under two miles. The walk along the sands is about 1½ *m.*, reckoning from the N. end of the Esplanade, and the only point liable to interruption by the tide is Little Stairs Point, about ½ *m.* from starting.

The section of the greensand afforded by the cliffs is not so favourable for study as at Compton Bay (near Freshwater), and between Atherfield and Rocken End (respectively W. & E. of Blackgang Chine). The dip of the strata is slight (2° S. increasing to 5°), so that the lowest greensand bed only comes to the surface just short of Sandown, where it yields the large fossil shells, *Perna Mulleti* and *Exogyra sinuata*.

The walk by the shore to Luccomb Chine (1¼ *m.* S. from Shanklin Chine) can only be taken when the tide is clear of the points marked Horse Ledge and Yellow Ledge on the map.

1. **Shanklin to Cook's Castle**, about 1½ *m.*, by path, from the Parish Church. The Castle is only a modern tower built by one of the Worsley family to accentuate the prospect from Appuldurcombe. The walk to it affords a fine view, which may be easily extended (so as to embrace the whole length of the Island from Freshwater to Culver Cliff) by climbing Shanklin Down, and proceeding W. to St. Martin's Down, and there striking down to Cook's Castle. The map is sufficient guide for this variation, and a few words will suffice for the direct walk.

From the S.W. corner of the graveyard a path ascends due W. across three fields to the wooded inland escarpment of Shanklin Down. The view is beautiful over Shanklin, and Sandown Bay to Culver Cliff and the central chalk range. In the gap between Bembridge and Brading Downs is a strip of Spithead.

The path skirts the top of the escarpment, and presently, when clear of this, you bear to the right and enter a wood by a stile at the near, S.E., corner. **Cook's Castle** (564 *ft.*) is a favourite spot for picnics, and the person in charge will supply hot water, etc. The **view** from the top of the tower includes the greater portion of the Island: W. to the Freshwater cliffs, E. to Culver Cliff. Immediately below, S.W., is Wroxall with Appuldurcombe and the Worsley Obelisk across the valley. To the right of the latter, Godshill Church is conspicuous on its knoll; a little to the right of that, but six miles distant, is Carisbrook Castle, and, nearly due N., the towers of Osborne.

For Wroxall Station, under ¾ *m.*, *see Map*. Thence on to Godshill, through Appuldurcombe Park, is given *p.* 34, whence the rail can be taken, or the walk extended to Merston Station (*p.* 25).

2. **To Luccomb, The Landslip, and Bonchurch** (Old Church), 2¼ *m.*, but 1 *hr.* to take the beautiful walk leisurely. Thence through Bonchurch village it is a mile to **Ventnor** (P.O.). Leave High Street by the turn down towards the chine, follow the road down the dell to the right, and on gaining the open where three roads appear go up the middle one. (See lamp-post.) About 5 *min.* onward the road dwindles, and you take a field path straight on, which shortly afterwards passes on the left a refreshment cottage. The view, looking back, is beautiful. The track is unmistakable, and the forward view becomes softly pretty as it descends the tree-sprinkled greensward at the head of **Luccomb Chine.** The chine itself is small, and scarcely worth the trouble of descending, but to go and return is a matter of a few minutes by a path that descends into the chine on the seaward side of Chine Cottage. (No charge.)

For Bonchurch we enter a gate and pass between cottages. Some 200 *yds.* further on, a steep path, right, leads up into the Shanklin and Bonchurch road, a route to be avoided by pedestrians, especially in summer, when the uninteresting road is dusty with traffic. Our route trends a trifle to the left, and then in a few yards we descend, right, by a footpath through the copse wood to the **Landslip,** which is some 200 feet above the sea, but from 200 to 250 feet below verge of the cliff which in a rough chaos bounds it landwards. The half-mile walk down through the Landslip is charming. After descending to within about 40 feet of the shore the path keeps near the sea-cliff, and passes the farm buildings of East Dene (where the poet Swinburne spent his boyhood), coming out close to **Bonchurch** Old Church (*p.* 39). The plan of Ventnor will guide the traveller through the town, but we suggest the main road—past the Pond and Trinity Church into High Street. The return to Shanklin might be made by Madeira Road and the top of the cliff from a little E. of the Gasworks—for variation to Luccomb Chine, *see p.* 40.

Shanklin to Godshill, 3½, **and Newport,** 9 *m.* (station 9½). This road presents no difficulties to the cyclist. Beyond Godshill the 3½ *m.* on to Blackwater is rather dull walking.

Leave Shanklin High Street by the road diverging W. at the Post Office, and almost at once, opposite a chapel, bear to the right. About ¾ *m.* onward the road crosses to the N. side of the railway and follows it westward to Apse Corner, where a road diverges on the right to Arreton. For Godshill you keep straight forward to cross-roads at Whitely Bank (2). There keep straight forward also, through the hamlet of Sandford. Godshill church leaves no doubt as to your direction. The *Griffin* is passed as you approach the village of Godshill (*p.* 27).

Shanklin to Newport (*viâ* Arreton), 8½ *m.* This road is the same as that to Cowes as far as **Downend** (*p.* 36) where the left-hand road, at the *Hare and Hounds*, is to be taken. It then commands charming views down the Medina, and is downhill

almost all the way. Newport (*p.* 75) is entered over the Medina and under the railway, and then you ascend High Street.

Shanklin to Wroxall (rail), 2¾ *m.* Thence walk through **Appuldurcombe Park to Godshill**, 2¾; and back by road, 3¼ — total walk, 5¾ *m.* This is a pleasant way to Godshill.

From Wroxall station you in a few yards join the main road (from Ventnor to Ryde). There is nothing to take you into Wroxall village, and so you turn to the right and in a short ¼ *m.* go down to the left and cross the dip to the gate of Appuldurcombe Park. Enter the park, and at a fork a little way onward keep to right-hand road. This leads across the park to the arched gateway of the Freemantle Lodge (1 *m.*)—*see Map.*

Appuldurcombe House, which this route leaves on the higher ground, left, is a large mansion in the classical style of the 18th century. Its only interest is its connection with the great Island family of the Worsleys. As early as the beginning of the 12th cent., the Benedictine Abbey of Montebourg, in Normandy, had a small priory here, which was suppressed *temp.* Henry V. Henry VI. granted the estate to the Fry family, and from them it passed, as mentioned *p.* 27, to the Worsleys *temp.* Henry VII. The Worsleys held it till the death of Sir Richard Worsley (in 1805), the historian of the Island, whose daughter was the wife of the 1st Earl of Yarborough (*p.* 19). In 1854 the property was sold, and the house, built about 1710, became a private school. It is now, however, the monastery of a Benedictine order expelled from France in 1901. The public are admitted to the 4 p.m. service.

Leaving the Park by the Freemantle Lodge, a picturesque road, or rather lane, leads direct in a mile into the Shanklin and Godshill road, about ½ *m.* E. of the latter village (*p.* 27). The return to Shanklin is briefly given the reverse way, *p.* 27.

Wroxall Station, over Span Down, to Whitwell, 3; **Niton,** 4½; **and Sandrock Hotel,** 5 *m.* A breezy Down walk and two churches worth seeing are the rewards of this excursion. The rail from Whitwell station may afford variations of it—*e.g.*, walk as we describe to Whitwell, rail to Godshill (the 2½ *m.* by road is dull) and then walk back by Appuldurcombe to Wroxall, as given above.

On reaching the main-road, a few yards from Wroxall Station, turn to the left and then to the right down the village. **Wroxall** (*Wroxall Hotel*) lies in a hollow, almost surrounded by the high Downs—E., St. Martin's and Shanklin; S., Wroxall and St. Boniface; W., Appuldurcombe and its extension southwards. The only opening is on the N.—a comparatively narrow one between St. George's and Appuldurcombe Downs. Follow the road through the village and up the pasture beyond. On joining a road, which runs N. to a lodge of Appuldurcombe Park, go a trifle to the left and then resume a W. direction up over the down—fine view looking back of the Wroxall combe and Appuldurcombe. From the *col* you can see Whitwell lying just below the hill.

Whitwell (*Yarborough Arms*, *Railway*, a little N. of village. *White Horse*, village inn between the station and the church) is a sequestered spot, a little aside from tourist traffic, on the direct road between St. Lawrence and Godshill. The **Church** is inter-

esting. The 16th cent. Tower is at the S.W. angle, and it is said that its fine-jointed masonry points to French workmen having been employed on it. The S. Porch, also 16th cent., has two stone ribs in the roof. The interior of the church is rather curious. Originally the building consisted of a Romanesque chapel of a single aisle—the present nave and main chancel dedicated to St. Radegund—for the use of the Gatcombe tenants. The N. pier of the chancel arch is the only relic of this period. The 13th cent. S. aisle with its chancel was added as a chapel-of-ease to Godshill, and dedicated to the Virgin Mary. Its appearance still suggests its separate use, and might be mistaken for the original nave of the church. The arcade between the nave and aisle has two round and two pointed arches, and two of the pillars are octagonal, and two round. Notice the S. pillar of the chancel arch, which has been made up of a short column and a huge capital. The pulpit is Jacobean, and so is the altar in the S. chancel, which has a plain piscina and a recess adjoining it. The inserted masonry and arch at the W. end of the S. aisle were added in order to carry the tower.

For Niton, *i.e.*, Crab Niton (*White Lion*), turn to the right a little S. of Whitwell Church, and follow the track over the hill.

Niton Church, with a picturesque yew-arch in front of the Porch, and a modern Celtic cross inserted in the four steps of the old churchyard cross, has an embattled 16th cent. Tower with short spire. The Porch is perhaps of the Decorated period, but the S. aisle is of the 15th cent., with late Perpend. windows. The pillars and arches of the Nave are Early English, but the N. aisle was rebuilt in 1864. The chancel is Decorated and has a rich modern reredos. A piscina, and a monument to Mr. Arnold of Mirables, with a medallion by Flaxman, will be noticed. Edward Edwards, the part founder of the Public Library System, is commemorated by a monument over his grave, which was erected in 1902.

For the Sandrock Hotel follow the main road S. from the cross-roads in Niton village, and where the Ventnor road diverges left keep straight on.

If from Niton you prefer to make for (20 *min.*) Blackgang, you can start from the Church and either follow the track over the shoulder of the hill, coming out on the main road a little E. of the Blackgang Hotel; or from this track you may diverge to the top of St. Catherine's Hill (*p.* 45), and thence descend on Blackgang—say 35 *min.* this way from Niton.

Shanklin to Cowes, 12 *m.* This is a pleasant drive by Apse to Arreton, 5 *m.*, with good views beyond that. Cyclists usually prefer the slightly longer road—an extra mile—by Whitely Bank and there to the right, joining the direct road at Princelet Farm. The map shows the variation.

Start as for Godshill (*p.* 33), and at Apse Corner (1) turn to the right to Apse Farm, once a Jacobean manor-house, but now preserving few remains of that date. A little beyond this keep to the left, and at cross-roads, at Princelet Farm (2), straight on up the hill to cross-roads ($2\frac{1}{2}$), and there turn to the left. You are now on the main road from Sandown to Arreton, and have only to follow

it. At Hale Common, on the left opposite a Chapel (3½), is the **Dairyman's Cottage** of Richmond's "Annals." The road continues its descent to *Horringford Station* (4) and then ascends *Arreton Street* to **Arreton** (5 ; *p.* 23). There the main road for Cowes turns to the right, a few hundred yards beyond the White Lion, and reaches almost its highest point at **Downend** (338 *ft.*; 5¾) where at the *Hare and Hounds* keep to the right-hand road [left to Newport, 2½]. With a fine view in front the road descends, sharply at first and then steadily, to Wootton Common (8), cross-roads, where keep straight on down to the Ryde and Newport road at Palmers' Bridge (8¾). There bear to the left and, at a fork a little way on, take the right-hand road. At Whippingham School (10), if you wish to visit **Whippingham Church** (*p.* 73) you must turn to the left, and you will rejoin the main route ¾ *m.* further on. The main road skirts Osborne and passes the Prince of Wales' gates, with *Prince of Wales' Hotel* opposite. Here go to the left, and at Osborne Main Gates to the left, downhill into East Cowes, and there to the left to the Floating Bridge (2*d.*; every 10 *min.*). For **Cowes**, see *p.* 69.

Shanklin to Freshwater. The coach route is to Newport as *above*, and thence, by Carisbrook (*p.* 77) and Calbourne (*p.* 51).

Shanklin to Carisbrook. The coach route (a fine drive) is through Bonchurch and Ventnor to Blackgang (stops abt. 1½ to 2 *hrs.*). Thence by Chale and Gatcombe to Carisbrook. The return is by Newport and (usually) through Godshill. (*See Yellow Inset.*)




Wroxall Down
St Boniface Down
Rifle Range
Littleton Down
BONCHURCH
Lowtherville
Belmont
R.C. Chap.
Monks Bay
Pier
Horseshoe Bay
MILL BAY
Lion Rock
ROYAL VICTORIA PIER
Bean Rock
Collens Pt
Ventnor Park
Steephill
Gas Works
VENTNOR
& BONCHURCH
Scale of 2 Mile

Ventnor and Bonchurch.

Railway Stations : Ventnor, *I. of W. R.* (Ryde direct), is high up above Ventnor—*see Plan*. Ventnor Town, *I. of W. Central* (Newport, Cowes, Freshwater), is to the W. of the town just beside Steephill Castle. These are distant from Bonchurch (hotel) 1¼ and 2 *m.* respectively. Both hotel and town omnibuses meet the trains.

Hotels : (**Ventnor**) *Marine* (Gar.), B. and A., 4*s.* 6*d.*, din., 5*s.*; and *Royal*, B. and A., 5*s.*, din., 3*s.* 6*d.*, under same management, in Belgrave Road. *Esplanade*, B. and A., 4*s.* 6*d.*, din., 4*s.*, and *Métropole*, on the Esplanade. *Crab and Lobster* (the original Ventnor inn with a large modern annexe) in Grove Road. These are all excellent, and close to the sea, except the last named, which is 5 *min.* distant and some 150 feet above it. *Commercial*, 60 and 62 High Street. *Freemason's* (C.T., unpretending), High Street.

Temperance Hotels : *Rayner's* (C.T.), B. and A., 2*s.*, din., 3*s.*, Victoria Street. *The Solent*, Hambrough Road.

Restaurants : *Bull's* (C.T.), 6*s.* day ; *Booth's Café*, opp. P.O. (C.T.), 4*s.* 6*d.* day, &c.

Of **Boarding Houses**, from 5*s.* a day and upwards, there is a considerable choice. The chief are *Seacliff*, *Wellington*, 30*s.* week (both in Belgrave Road) ; *Marine* ; *Solent* (temp.), 6*s.* 6*d.* day ; *Clarendon* (C.T.), 5*s.* 6*d.* day ; *Balmoral* (S. end) ; *Highcliffe*, high class ; *Bel-Air* (Esplanade) ; *Seacote* (Madeira Road). French and German spoken at the last two.

(**Bonchurch**) *Bonchurch Hotel* (C.T.), first-class and finely situated.

Of hotels in the neighbourhood of Ventnor, the *Sandrock* (C.T.), B. and A., 2*s.* 6*d.*, din., 3*s.*, at Niton, is excellent, and in a sheltered beautiful spot. Near it, a trifle S. of the main road, is the *Buddle Inn*, B. and A., 2*s.*, din., 2*s.* 6*d.*, 6*s.* day. The *Blackgang Hotel*, B. and A., 3*s.*, din., 3*s.* 6*d.*, 7*s.* to 8*s.* per day, when not swarming with excursionists, is a convenient base from which to make a geological examination of the cliffs.

Post and Telegraph Offices : In Church Street ; also at Bonchurch, nearly opposite the Pond. Open 7 a.m. to 8 p.m. ; Sun., 8–10 and 5–6. Del., 8, 12.45, 3.45, 7.45 ; Sun., 8 a.m. Desp., 8, 10, 12.30, 8 ; Sun., 8 p.m.

Banks : *Capital and Counties*, Church Street ; *National Provincial*, 11 High Street.

Reading Room : *Literary and Scientific Institution*, High Street. Free after 6 p.m.

Steamers (*see Yellow Inset*) to Shanklin, Sandown, Ryde, Southsea, Round the Island, etc.

Coaches : to *Blackgang* and back, 1*s.* 6*d.* single, 2*s.* return, week-days, the year round from I. of W. station 11.20 and 1 p.m., and *Commercial Hotel*, 11.30 a.m., returning about 2.45 p.m. Additional service in afternoon at 3 p.m. The Freshwater and other coaches only run when a sufficient number of passengers offer. The rail to Freshwater has superseded the regular service. (*See Yellow Inset.*)

Boats : Sailing, 2*s.* 6*d.* hr. ; rowing, 1*s.* hr., with man, 1*s.* 6*d.*

Motor Boats to Shanklin, etc.

Distances by road : Alum Bay, 22 ; Arreton, 7½ ; Bembridge, 11½ ; Blackgang, 5¼ ; Brading, 8½ ; Brighstone, 12½ ; Carisbrook, 11¾ ; Cowes, 17 ; Freshwater Bay, 20 ; Godshill, 5 ; Newport, 10¾ ; Ryde, 12½ ; Sandown, 6¼ ; Sandrock, 4¼ ; Shanklin, 4½ ; Shorwell, 10½ ; Yarmouth, 21½ *m.*

Ventnor (pop. abt. 6,000), which likes to be styled the "English Madeira," is in situation the most sheltered from cold winds of

any of our seaside resorts. It is built along the lower slopes of the isolated chalk downs which form the south corner of the Island, and is protected from N. and N.E. winds by its high background, which in St. Boniface Down attains 787 feet of altitude. Arriving by rail from Ryde, the invalid traveller may at first be dismayed by the abrupt descent from the station, and fear that he has lighted on ground too steep for pedestrian exercise. Even this passing qualm will not arise in case he arrives at the new station of the "Central" company. As a fact, no place so completely sheltered has a better provision of fairly level walks. From the coast inland the rise is steep enough—say 400 feet in less than half a mile—but parallel with the coast the variations in altitude are comparatively slight. To the W. of Ventnor along the Undercliff, all the way to Blackgang, the ground is as easy for walking or driving as it is beautiful.

But Ventnor, though it is best known as a health resort of high repute in pulmonary cases, has attractions for the hale as well as the weakly. Its start and early growth were chiefly due to the late Sir James Clark, who in 1811 called attention to the advantages it offered for winter residence; but it has long had many patrons who can enjoy, without needing, a genial climate. The lower part of the town is undoubtedly warm in summer, but the higher part along the hillside, in the direction of Bonchurch, is airy. Its high sunshine record is notorious.

The main thoroughfare of the place, if we include Bonchurch, may be said to begin near the Bonchurch Hotel, whence after a sharp drop past **St. Boniface Church** it runs westward by Bonchurch Pond and **Trinity Church** into High Street. This descends into the valley, turns to the left and becomes Church Street (in which is **St. Catherine's,** the parish church) and then Belgrave Road. Here are two of the best hotels, *Marine* and *Royal*, opposite each of which a road descends to the Esplanade, with its hotels, *Esplanade* and *Métropole*.

The beach at Ventnor is of small extent, but affords fair bathing. From it a pleasure **Pier,** 650 feet long, runs out (*1d.* morning, *2d.* evening). The town-band plays here on summer evenings, and on it is also a Skating Rink.

A little W. from the Esplanade is **Ventnor Park**. This includes the cliff-ridge, which affords delightful loitering ground, sheltered by the ridge, and is a hollow laid out as a garden, with lawns for lawn-tennis, etc. The luxuriant growth of the shrubs makes this a delightful spot.

Near the Métropole Hotel is a glass-roofed pavilion used as a Concert Room, etc., and E. of the Pier are some small gardens, with a cascade, miniature sailing pond, shelters, etc.

There are no public buildings in Ventnor itself that call for description. The two churches, *St. Catherine's* and *Trinity*, are both modern. The Bonchurch and Ventnor *Literary and Scientific Institution* has a very complete geological collection.

Bonchurch (for Hotel see *p.* 37), now an eastern annexe of Ventnor, but as a village at least 700 years older than it, is in situation very like its modern neighbour, but the place is distinguished by the abundance of foliage everywhere. Upper Bonchurch, where are the Hotel and the Upper Terrace, is charmingly situated high up on the slope of St. Boniface Down. The village proper—beautiful, but perhaps a little disappointing—is lower down along the main road; whilst between that and the cliffs are many private residences in singularly beautiful grounds. The passing visitor, who has not access to these, will get a charming view from the front of the hotel, and by continuing along the Upper Terrace, a road which is a *cul-de-sac*, but is connected by "101 Steps" with the road below. Bonchurch Pond (*Plan*), which has so often figured in pictures, is a small pool alongside the road. It is not specially pellucid, but is picturesquely set. The gold-fish can never be hungry during the holiday season! There is frequently insufficient water, and the charm of the spot suffers in consequence.

The *Church of St. Boniface*, built in 1847–8 by Benj. Ferrey, is Norman in style, and the Font is a memorial to the Rev. William Adams (*below*), who laid the foundation-stone. The churchyard is very beautiful, but has unfortunately to be kept locked. For the key apply to the Clerk, who lives in the village.

The **Old Church**, lower down near the cliff (*see Plan*), is also kept under lock and key (thanks to ill-behaved tourists), and a fee demanded. Architecturally it is of small importance, but roses and creepers beautify it. It consists of nave and chancel, of Norman date, with a plain chancel arch. An Early English window is in the N. wall of the chancel. The Porch is modern, and the ornament of the round-headed doorway has obviously been put together out of the moulded voussoirs of two distinct arches. On the N. wall are the remains of a 13th century fresco, discovered in 1847.

In the churchyard (S.E. side), a sequestered spot, is buried Rev. Wm. Adams, author of the well-known "Sacred Allegories"—the horizontal iron-cross, slightly raised above the tomb, refers to "The Shadow of the Cross." Mr. Adams, who had been a Fellow of Merton and Vicar of St. Peter's-in-the-East, Oxford, caught a chill whilst bathing at Eton—he was nearly drowned—in the spring of 1842. The chest-mischief which ensued led him to settle at Bonchurch the following year, and "The Old Man's Home," the scene of which is the Undercliff, was written during his residence at "Winterbourne," a trifle W. of the Old Church. As we have said, he laid the foundation-stone of the new church, only a few months before his death on January 7, 1848, aged thirty-three.

The grave of John Sterling (S.W. corner) is marked by a plain slab bearing his name and the date of his death, "18 Sept. 1844, aged 38." We need scarcely remind our readers of Carlyle's

"calm, tender, and affectionate" memoir. Sterling, long in delicate health, bought "Hillside" (now a boarding-house) and came into residence in June, 1843. He had been left a widower with six children the previous April, and was himself a dying man. His last letter to Carlyle, "for Remembrance and Farewell," was written about six weeks before the end came. "I tread the common road into the great darkness, without any thought of fear, and with very much of hope. Certainty indeed I have none. . . . . Heaven bless you! If I can lend a hand when THERE, that will not be wanting."

Walks and Excursions from Ventnor and Bonchurch.

*** *Distances reckoned from St. Catherine's Church, unless otherwise stated.*

The two principal directions for easy and beautiful walks are east from Bonchurch by the Landslip to Luccomb, and west from Ventnor along the Undercliff. The active pedestrian will enjoy the walks we describe over the Downs—see *p.* 41.

The plan and the account of Bonchurch already given will suffice to direct the steps of the Ventnor visitor in that direction. The distance from St. Catherine's Church to the Old Church at Bonchurch is a trifle over a mile. Soon after passing Trinity Church, the cross-crowned Pulpit Rock can be seen high up on the left. From the Old Church, the cliff path may be taken back to Ventnor. It skirts Horse Shoe Bay, and then ascends a bold headland with fine cliffs. The best way into the town is by Madeira Road—total distance 2¼ *m.*

By a slight increase of distance, but at the cost of a stiff little climb, this round may be varied by ascending the "101 Steps," a little W. of Bonchurch Pond, and then proceeding along the Upper Terrace to the Bonchurch Hotel (fine view). Thence, turning down the hill past the beautiful churchyard of the new Church and (where the main road strikes to the right through the village) bearing to the left and still descending, the Old Church (*p.* 39) is reached.

Ventnor to the Landslip and Luccomb Chine, 2¼ *m.* (1¼ from Bonchurch Old Church). If this walk be extended to Shanklin and the return made by rail, the distance on foot, exclusive of detours, will be under 4 miles. Omitting Shanklin, the **return from Luccomb** can be varied by taking, from the mouth of the Chine, a track, which, from some fishers' cottages, runs a little above the shore to Steel Bay (3 furlongs), and thence up the cliff to the Landslip and the outward track. This variation is worth making, as the cliffs are very picturesque. The track up from Steel Bay is necessarily steep, but presents no other difficulty.

From Ventnor, either by road through Bonchurch village, or by the cliffs from Madeira Road (*see reverse route above*), we make for the Old Church, and here take the footpath to left (approaching by road). The bay below is Monks Bay, so named from its being the landing-place of the monks of Lyra in Normandy, who had large possessions in the island bestowed on them by Fitz Osbern,

the Conqueror's kinsman. Beyond the farm-buildings of East Dene we reach a grassy slope up which the track ascends the Landslip. The path is plain enough, but few will keep to it. The diverging path, right, leads to Steel Bay and the coast path to Luccomb Chine (*above*). The fine broken ground to the left of the plateau, at the foot of the inland cliff, where the last slip took place in 1818, invites exploration. The plateau itself forms Dunnose, off which the *Eurydice* went down March 24, 1878.

The path to Luccomb ascends through the broken coppice, leaving the grounds of Rosecliff below on the right, and comes out at a gate by the gardener's cottage of Chine Cottage, right. For Luccomb Chine see *p.* 33; for the coast-path back to Bonchurch see *p.* 40.

For the continuation of the walk into Shanklin you have only to keep on by the track over the hill. The descent towards Shanklin affords a fine view of Sandown Bay bounded by Culver Cliff. The path joins a road which you follow down into a wooded dell. Then a short rise brings you to the entrance to Shanklin Chine (*p.* 31), which you can descend to the shore and so make your way to the Esplanade. If the Chine is omitted, and you want to catch a train, turn up to the left into High Street and then to the right up that. In about ¼ *m.* Lansdowne Road, or the next turn left, will take you to the station, which is ⅔ *m.* from the top of the Chine.

Ventnor over the Downs to Shanklin, about 3½ *m.* This is a very fine walk, its great charm being the lovely view over Sandown Bay. From the top of the zigzag road take a cart-track opposite the cemetery gates and follow it up the spur, overlooking the rifle-ranges, to the top of St. Boniface Down (787 *ft.*), the highest ground in the Island. Thence the track, or path, goes along the hill eastward, and afterwards northward, and is nearly level until turning eastward again it descends to the Bonchurch and Shanklin main road, overlooking Luccomb. It is about ¾ *m.* thence to Shanklin Church, which is at the top of the older part of **Shanklin,** *p.* 30.

To the Worsley Obelisk and Appuldurcombe, about 7 *m.* there and back, or 4½ if rail be used for return from Wroxall. This is a pleasant Down walk (600 to 700 feet above sea-level) with good views over the Appuldurcombe and Wroxall valley. We leave the town by the zigzag road, and take a track running up behind the cemetery. The view over Ventnor and Steephill Castle is good. About 500 yards after quitting the road we pass through a gate in a hedgerow on to Rew Down. Presently across the Appuldurcombe valley we see Cook's Castle, and on the horizon in that direction the sea-mark on Ashey Down. About ½ *m.* beyond the gate above mentioned, at a fence, we enter on Week Down, and then get a view westward to the Freshwater cliffs and the Needles, with St. Catherine's Hill (old lighthouse tower) and Down (Hoy's Pillar) plainly seen and much nearer. Still following the high ground we pass, five furlongs onward, through a gate on to Span Down, which immediately over Appuldurcombe attains an altitude of 741 feet, and commands a lovely view eastward over Shanklin and Sandown to Culver Cliff and the Yarborough monument. The spire of Chichester Cathedral is said to be within sight on a clear day, but we have never happened to discern it. Carisbrook Castle and the towers of Osborne are visible in ordinary weather, with the hill-perched church of Godshill in the vale below our standpoint. A gate leads on to Appuldurcombe Down, and about ½ *m.* further on along the ridge, and near its N. end is the Worsley Obelisk. Thence we descend into Appuldurcombe Park (*p.* 34). The road to Wroxall station leaves the park at the lower, E., side. For Ventnor, the drive S. from the House is continued by a by-road which passes Rew farm, and a little beyond it joins the main road by which over the brow of the hill we join our outward route by the cemetery.

Ventnor, through the Undercliff, to Blackgang, 5¼ *m.*, by road (coach *p.* 37). For pedestrian routes see *p.* 52.

The **Undercliff** is an irregular natural terrace (terraces perhaps would be more exact) about 6 miles long, and varying in width from ¼ to ½ mile. On the land side it is bounded by a cliff some 200 feet in height, and it presents to the sea a secondary cliff which in places gives way to rough broken ground sloping rapidly upward from the shore. The main terrace itself is from 100 to 250 feet above sea-level. Of its formation there is no historical record. Minor disturbances of its surface have occurred from time to time by slips seaward, and so recently as since the new Ordnance Survey was made the sea has devoured portions of the coast—the site of the Victoria Hotel, which appears on the six-inch map a little E. of St. Catherine's Lighthouse, has gone; but, as a whole, both Undercliff and Inland Cliff are as they were when English history begins. The Undercliff was formed by the upper strata (marly chalk, and the upper greensand below it) of the coast range slipping down off the underlying and impervious gault (blue clay), locally known as "blue slipper," when that had had its surface lubricated by the filtration of water. The foundered mass, by its sheltered position, varied surface, and mixture of soils, in which trees, shrubs, creepers, and flowers luxuriate, constitutes the famous scenery of the "Back" of the Island.

We leave Ventnor by Belgrave Road (*see Plan*) and soon pass, right, *Steephill Castle*, a modern and rather pretentious mansion, built by the late John Hambrough, Esq. It has lovely grounds, and is usually let. The Empress of Austria rented it for some months in 1874, and the Empress Eugenie in Nov. 1877. The victim of the Ardlamont fatality in 1893 was a son of the owner.

Above on the right, just beyond Steephill, is the terminus of the "Central" line.

To the left, a footpath leads to the sea-cliff, and offers a stroll from Ventnor of about 2 miles out and home.

A little further on is passed, left, the *Royal National Hospital for Consumption* (155 beds), consisting of semi-detached cottage-blocks connected by a subway. The chapel services are open to the public. The hospital was founded by the late Dr. Hassall, the first block being completed in 1869. The grounds afford beautiful views.

Just beyond the hospital a path, left, leads to the sea-cliff and the Coastguard Station—the round from Ventnor about 2½ *m.*

Beyond a sharp bend of the road, a gate, right, leads to Pelham Wood and up through it to the top of the Inland Cliff.

When the road divides we take the left-hand branch—for right-hand *see below*—and pass *St. Lawrence Church* (1¾ *m.*), built by Sir G. G. Scott, and opened in 1878. It contains the font from the old Church.

The **old church of St. Lawrence** (2 *m.* from Ventnor) is reached by the right-hand road. It stands on the steep foot of the Inland Cliff, and from the churchyard the prospect is beautiful. Until a former Earl of Yarborough lengthened it, this was the smallest parish church in England, 20 feet by 12 feet.

Architecturally it is of little interest, though it dates perhaps from the 12th century. It contains a 15th century Holy Water stoup. Local story says that the sarcophagi, on which the E. end of the chancel rests, contain the bodies of a monk and a former rector, the latter killed by striking his head against the lintel of the built-up N. door. The road which ascends the shute zig-zag, leads to (1½) *Whitwell* (*p.* 34)

To rejoin the main road we turn down the road to the right from the church. From this road St. Rhadegund's Path (*rulgo*, Red Gun), right, ascends the Inland Cliff and leads to *Whitwell* (*p.* 34), or, along the cliff verge, to *Niton* (*p.* 34); see also *p.* 52.

Woolverton (or Wolverton), not to be confounded with its namesake near Shorwell, is a small ivied ruin between the main road and the sea. It is often called Woolverton Chapel, but was certainly not an ecclesiastical building. The remains date from the early part of the 14th century, and probably represent a small hunting-box of the Dingley family which owned the Undercliff for a mile or so west from it, as well as the Shorwell property.

Our road now approaches the foot of the Inland Cliff and the next two miles are delightful—the bold cliff, beautifully clad in places with greenery, and the abundant foliage of the private grounds of the many residences, with the sea beyond, presenting a scene as varied as it is luxuriant.

After passing Mirables, left, we come to a charming spot where the grassy slope, formed of débris from the cliff, is broken with rocks and thorns. Here *Cripple Path* leads by easy zig-zags to the top of the Inland Cliff. In Puckmaster Cove Charles II. landed in 1675.

Then the road passes Orchard, left, and, a short ½ *m.* further on, runs into another at *Undercliff Niton*, so called to distinguish it from the church-village of Niton (or Crab Niton) which is ½ *m.* up the right-hand road and is described *p.* 35.

Taking the road to the left, in ¼ *m.* we reach the **Sandrock Hotel,** excellent, beautifully situated, and commanding a lovely prospect.

Here, just off the main road, left, is the *Buddle Inn*, and either past it or by the turn, left a little further on, is the way to **St. Catherine's Lighthouse**, well worth a visit. 10 to 7 summer; 10 to one hour before dusk in winter. Monday from noon only. Not open on Sundays. The light is electric, and by far the most powerful one on our shores—over 15,000,000 candles. It sweeps the sea with a one-fifth of a second's flash every five seconds, and is visible 42 miles. Two 12-horse power engines are provided to work it, everything being in duplicate to guard against breakdown. Only one engine is used ordinarily in connection with one machine, double power being available for thick weather. A third engine sounds the double-toned fog-horn, and every note sounded is registered in case of dispute. In case of need there is an oil-lighting apparatus. *See Lighthouse Section*, Introd., *p.* xviii.

There are some lodgings to be had hereabouts, including St. Catherine's Terrace, and, but for the rough character of the shore, this neighbourhood would be even more popular with visitors than it is. There is good bathing from the sands in Wreaths Bay, close to which some lodgings can be had.

Soon after passing the Sandrock Hotel, the scene becomes wild and almost desolate—the rugged Gore Cliff on the right, and seaward, the confusion, only partly hidden by vegetation, caused by a landslip in Feb. 1799.

On the right above a small spring is a little temple built in 1864 by Mr. Letts, the publisher, the occasion being the tercentenary of

Shakespeare's birth. On the left below the road is Southlands, which was for a time the residence of Dr. Pusey. The view ahead now includes point beyond point as far as the Needles, and in clear weather the Isle of Purbeck. Beyond the Coastguard Station we reach the *Blackgang Hotel*.

Blackgang Chine. The usual approach is through the bazaar at the top, and the visitor has either to pay 6*d*. or make a purchase. In a shed there is a skeleton of a whale which came ashore at Alum Bay in 1840. There is free access to the lower part of the chine by turning to the left from the main road just short of Chale Church, 10 *min*. walk beyond the Blackgang Hotel. The traveller who is bound westward could use this to quit the chine, instead of reascending to the bazaar.

Compared with Shanklin Chine, Blackgang is apt to disappoint the visitor who is not specially devoted to geology. It is certainly not beautiful, and though the dull-coloured and bare sides of the wide upper part have a certain wildness, the W. flank is not steep enough to be impressive. Those who do not care to descend the chine should not fail to go to the Observatory. It affords a fine coast view. Path and steps lead down the chine to the shore, and a tiny rill of chalybeate water (which has its origin in a bed of ferruginous sandstone about 130 feet above the sea) falls about 70 feet—usually a mere drip—from a cornice of ironstone-grit into a semicircular recess in the dark sandy clays. From the shore the chine has a certain picturesqueness. The cliffs consist of alternate bands of sands, or sandstone, and ferruginous clays. The whole chine is excavated in the Lower Greensand, and the escarpment of St. Catherine's Hill continues the strata upwards to the bottom of the chalk. For the road from Blackgang to Freshwater see *p*. 46.

Geology of the coast W. from Blackgang.—The cliff section of the Lower Greensand extends from Rocken End, near St. Catherine's lighthouse, to Atherfield Point; but only the ardent geologist will care to take the fatiguing trudge along the shore, and he will require some days to do justice to the many beds—sixteen in all—into which science divides the series. The loose, sliding shingle is heavy walking, and, given a bright day, the heat beneath the cliff is often oppressive. The amateur collector may try his luck in the ferruginous sands which lie below the hard band over which the rivulet in Blackgang Chine falls. These sands are exposed to the E. of the chine. A long list has been catalogued, but we have never had much success. If the weathering of the cliffs be favourable, fossils more or less plentiful may be found from Blackgang westward, but the amateur will probably prefer to sample the section, in which case he may with advantage take the cliff-path, *p*. 47, and descend by Ladder Chine to the shore. The three chines—in order from E. to W.—Walpen, Ladder, and Whale, with the adjacent cliffs, are accessible and likely to reward the collector. There is also a path to the shore

near Atherfield C.G.S., and Atherfield Point is only about a furlong to the west. There the junction of the Wealden and Lower Greensand may at times be well observed, and fluviatile and marine fossils may be found very close together. In the blue sandy clay and greenish sand, which constitute the lowest of the Greensand series, are numbers of the large *Perna Mulleti*. A perfect specimen is not easy to extract owing to the size of the shell and its long hinge. This bed also contains many other species. The brown and gray Atherfield clay, which overlies the Perna bed, yields flat nodules thickly set with shells; but the Crackers, the bed next above, is probably the most prolific of all the strata. It consists of two layers of nodules set in sand and sandy clay. Besides shells proper it has yielded fine specimens of one or more species of lobster, locally "fossil prawns," but these are not everyday finds.

St. Catherine's Hill (781 *ft.*) can be ascended in about 15 *minutes* from the C.G. Station at Blackgang. The summit, not quite the highest ground in the Island—St. Boniface Down, above Ventnor, being 787 *ft.*—commands the island from S. to N. and E. to W., but a comparatively poor foreground detracts from the views except W. along the coast to the chalk cliffs of Freshwater. The map will suffice to identify the places in sight.

The two ruins are both those of lighthouses, but these are of very unequal interest. The insignificant one represents a lighthouse begun in 1785, but never finished owing to the liability of a light at such an altitude to be obscured by fogs. It was reduced to its present condition about 1870. The other ruin is that of an ancient pharos, and its history, as elucidated by Mr. Percy Stone, is so interesting that we summarise his account of it (*Archit. Antiq. of I. of W.*).

By the Winchester Registers of Bishop Woodlock, it is evident an anchorage existed previous to A.D. 1312, as in that year one Walter de Langeberewe was admitted to the *hermitorium super Montem de Chale . . . . in honore Sanctæ Katerinæ Virginis construendum et reparandum*, being licensed to perform Divine service *in capella ibidem construenda*. Three years after the foundation of this isolated chapel a circumstance occurred . . . . explaining very clearly the *raison d'être* of the still existing lighthouse. One stormy night in the winter of A.D. 1314 a vessel—one of a fleet chartered by sundry merchants of the King's Duchy of Aquitaine to convey a large consignment of white wine to England—drove ashore on Atherfield Ledge. The sailors escaped . . . . and sold the cargo to the Island folk—174 casks of wine each worth five marks. The merchants took proceedings against the receivers of the stolen cargo, for it clearly did not belong to the sailors, who were, however, apparently not deemed worth prosecuting, even if they could have been traced. One Island landowner, Walter de Godeton, was found guilty of receiving 53 casks, and had to pay 227½ marks. But another party besides the merchants had to be reckoned with, namely, the Church, for the wine, it appeared, belonged to the religious community of Livers, in Picardy, who had lodged a complaint against De Godeton in the Roman Court. This resulted in the culprit having to build, on the Down above the scene of the disaster, a lighthouse to warn ships, and to found an oratory for a priest to say masses for the souls of those lost at sea, and to trim the light. De Godeton before 1328 did as he was required, and the existing ruin, repaired at the end of the 18th century, is the relic of his work. Mr. Stone in 1891 laid bare the

foundations of the oratory, which extended S.W. from the tower, and was of two floors, answering to the two doorways on that face of the ruin. A piscina inserted in the wall of the bottom stage of the tower is supposed to have belonged to the chapel, which was on the first-floor level of the annexe, above an undercroft communicating with the ground stage of the tower.

About a mile along the Down, and at its N. end, is *Hoy's Pillar*, sometimes called the Alexandrian Pillar—a column 72 feet high with a ball on the summit. The two inscriptions it bears are curiously diverse. The original one says that the pillar was to commemorate the visit to England of the Tsar Alexander I. in 1814, its erection being the work of Mr. Michael Hoy, a Russian merchant, then resident at the Hermitage, the house on the E. side of the down below the pillar. The other inscription, added in 1857, is to the memory of those of the Allies who fell in the Crimean war against Russia, 1854–6.

The map will suffice to guide the traveller off the Down. If from St. Catherine's Hill—there is nothing specially to tempt him to visit Hoy's Pillar—he is disposed for a country walk of about 5 *m.*, little affected by tourists, he may descend to *Niton Church*, *p.* 35, and thence to *Whitwell*, *p.* 34, by the new road going directly east from the cross roads in Niton. From Whitwell it is a pleasant walk over the Downs to Wroxall, *p.* 34, with fine views over Appuldurcombe, *p.* 34. Or from the top of Week Down a descent may be made to Ventnor, the distance in each case being about the same to Wroxall or Ventnor railway stations.

Ventnor to Freshwater Bay, 20 *m.* by road.

Ventnor to Blackgang, 5¼; *Chale*, 6; *Shorwell*, 10½; *Brighstone*, 12½; *Mottistone*, 14¼; *Brook* (Sun Inn), 15; *Freshwater Bay*, 20 *m.*

The opening of the railway from Newport to Freshwater has diverted the bulk of the tourist traffic, and coaches no longer run regularly. Beyond Blackgang the scenery is not particularly attractive, but the villages on the way have some points of interest.

As far as Blackgang, 5¼ *m.*, *see p.* 42. About ¾ *m.*, onward is **Chale** (*Clarendon Hotel*), a rather bleak-looking village with a fair number of lodgings, including Cliff Terrace close to the sea. The Church has a good Perpendicular Tower, and the windows are mostly of that period. In the S. Porch, on the right of the doorway is a Holy Water stoup. The interior of the church has not much of interest except as it shows its history. The arches of the arcade are of three dates. The low flat one next the Tower is Perpend., and points to the lengthening of the Nave and Aisle when the Tower was added. The next arch is Early English and springs from the wall above the piers. The arch next the Chancel with its massive pier belongs to the end of the 12th cent., and is the earliest feature left. Of the church consecrated in 1114 nothing is visible. The chancel arch is modern. The Aisle was lengthened eastward in the 15th cent. Notice the entrance to the Rood-loft.


Brook Bay
Brook
Mottistone
Brighstone Bay
Brighstone
Shorwell
Kingston
Chale Green
Chale
Chale Bay
Blackgang Chine
Niton
St Lawrence
Undercliff
Ventnor
St Catherine's Point
Godshill
Shanklin
Wroxall
Bonchurch
Luccombe Bay
Steel Bay
Sunnose
Buckley
Sandown
Shanklin
Miles

A little E. of the village is Chale Abbey Farm, so-called. The house is really the old manor-house, and has some remains as old as the time of Edw. III. The N. window of the hall still survives. Notice also the fine old barn, about 1500. For continuation of road to Freshwater, see *below*.

Chale to Freshwater Bay, 10¼ *m.* by the *Military Road*. Practically this is only available on foot, but a cyclist on geology bent *can*, in dry weather, successfully venture, our editor having got through when the road was very wet. It is an easier ride the reverse way, however. This route (no inn) is never more than ¼ *m.* from the cliff-top, and for the greater portion of the way less than half that distance. It conveniently combines with the cliff-top walk next described, and here it is only necessary to give a few intermediate distances. The start is by the road on the S. side of Chale church.

Chale Church to head of Whale Chine, 1 ; Atherfield Point (Coast Guard Station), 2 ; Grange Chine (Brighstone C.G.S.), 4½ ; Chilton Chine, 5¼ ; Brook Chine, 7 ; Compton Grange, 8 ; Freshwater Bay, 10¼ *m.*

Blackgang to Freshwater Bay, by the Coastguard path, along the cliff-top, about 14 *m.*, but half-a-day's walk if the chines are only casually examined. For geology of the cliffs, see *pp.* 43 and 59. This is a pleasant and easy walk, and can at will be exchanged for sections along the Military Road (*above*). There is no inn on the coast, and the nearest would be at Brighstone and Hulverstone (*see Map, p.* 46).

We enter on the path near Cliff Terrace (¼ *m.* S. from Chale Church). About ½ *m.* onward a knoll (225 *ft.*) affords a fine view up the terraced coast to the chalk cliffs of Freshwater Down and the Needles. In the rear the prospect includes Blackgang and St. Catherine's Lighthouse, with St. Catherine's Down and Hoy's Monument on its N. end. The cliff here is fairly perpendicular.

About ¼ *m.* onward is the deep little *Walpen Chine*, by which a brooklet from Chale reaches the sea. A furlong further is *Ladder Chine*, little more than a recess in the upper part of the cliff. This we descend * to the shore, where are some fishers' huts and boats, and turn westward along it, abt. ¼ *m.* to **Whale Chine.** This is a fine bare chine, and it runs inland for a quarter of a mile.

Regaining the cliff-top on the W. of Whale Chine, it is a short mile on to *Atherfield C.G.S.* (3 *m.* by road from Shorwell, *viâ* Little Atherfield). Here the cliff, which affords a good view of the coast-strata eastward, is a little over 100 *ft.* high, and a steep path leads down it to the shore. Atherfield Point some 300 *yds.* W., is a famous spot for fossils. The Wealden strata, clayey marls, and sands here form the base of the cliff and presently the whole of it. Ragged slopes now characterize the sea-face. At ⅔ *m.* beyond Atherfield C.G.S. is *Shepherd's Chine*, and on the far side of it a C.G.S. which is reached by a footbridge over the brook, 150 *yds.* from the beach. *Cowlease Chine* is ¼ *m.* further, and then in a short ½ *m.* the insignificant *Barnes Chine* is passed. Another mile brings us to the C.G.S. on the W. side of *Grange Chine*, close to the Military Road, which bridges the chine. (From Grange Farm on the W. bank it is ⅔ *m.* by road to Brighstone.)

From Grange Chine it is ¾ *m.* to *Chilton Chine* and 2 *m.* more on to *Brook Chine*. (The C.G.S. has been moved ½ *m.* W. and above the Military Road. For Brook, see *p.* 51.) Just beyond this, on the shore adjoining Brook Point, but partly hidden by seaweed, is the famous "Pine Raft," not a fossil forest *in situ*, but water-logged driftwood, composed of portions of trunks of conifers completely mineralized and black. It points to the estuary of some large river when the British Isles were part of a continent. For section *see p.* 59.

Resuming the cliff-path, the little *Shippard's Chine* is ⅔ *m.* onward, and skirting *Compton Bay*, another mile brings us to Compton Chine. The chalk cliffs of Freshwater are finely seen in this part of the walk, and the eastward view is beautiful. The Military Road will now be followed. It gradually ascends the slope of Afton Down, and affords a charming seascape. About half a mile short of Freshwater Bay on the side of the down near the cliff, a memorial stone records the death of a lad who fell over the precipice—Aug. 28, 1846. For **Freshwater**, see *p.* 58.

* Or we must go inland on reaching Whale Chine to (nearly ¼ *m.*) the Military Road, and from the head of the chine take a path S.W. to the cliff.

At Chale Church we turn to the right to Chale Green (7), and just beyond the New Inn bear to the left, and at the Star Inn to the right. There is now a good open view. At Beckfield Cross (abt. 7¼) we bear to the left to **Kingston** (8), where the little church, on its green mound, is Early English. It was, however, almost rebuilt in 1871—the date of its reconsecration, of most of its windows, and of the projecting vestry. The porch was built in 1766. Within, there is a good Brass to Richard Mewys (1535) who is habited as a lawyer. His name is now spelled Meux.

A dull piece of road brings us in sight of Shorwell, seen below on the right.

Shorwell (10½; *Five Bells*, *Crown*, small inns) is beautifully situated, amid abundant foliage, on the S. side of a dip in the chalk range—over which goes the road to Newport. Our road just touches the village and then turns sharply to the left, at the *Church*, which is worth seeing. Externally and internally it is almost wholly Perpendicular, and consists of three equal aisles, a 15th cent. W. Tower with a 17th cent. spire, and N. and S. porches—this last being dated 1771. It appears to have been founded about 1200, and the 13th century building consisted of two aisles only—the N. aisle and Nave with their respective chancels. About 1440 it was practically rebuilt, but the N. wall was in part retained, as may be seen by the built-up Early English lancets at its E. end. Then, too, the old South doorway, which has chevron ornament, was shifted to its present position in the then added S. aisle. There is still a sinecure rectory as well as the vicarage, and these are held by different persons—a survival of the time when the priory of Carisbrook and the vicar of Shorwell had each his share of the benefice.

The interior has several points of interest. The stone Pulpit is structurally attached to the N. arcade of the nave, and is entered from the aisle through the pier. This arrangement was more common for the reader's pulpit in monastic refectories—*e. g.*, Beaulieu and Tintern. The sounding-board or canopy is Jacobean and is dated 1620. The hour-glass stand is of the same period, and so is the hour-glass, but the latter has been placed there in recent years.

The W. end of the S. aisle was formerly appropriated to the parish gun—the local contribution to Island defence—and the doorway is still visible below the W. window. The Font is Perpendicular, but the cover is Jacobean, except the dove, which is a modern addition. At the E. end of this aisle is a piscina, which shows that the E. end was a chapel or chantry.

Of *monuments*, the most important are the Jacobean tombs of Sir John Leigh (1629)* and his wife (1619). Behind Sir John kneels

* Sir John, in 1615, built *North Court* on the left, a little above the church. His family lived there till the end of the 18th century. The house has been much altered, but is still a goodly mansion, never having fallen, like so many manor-houses, to the condition of a farm-house.

his infant great-grandson (as a page), who was buried with him in the same grave. These are in the N. aisle, at the E. end of which Sir John's son, Barnabas, commemorates his two wives (d. 1615 and 1619) by a very quaint Brass: The "fruitful vine" with the fifteen "olive branches" on the one side; on the other, the childless second wife, bidden to sing, and consoled as Elkanah one time consoled Hannah; in the centre "one heart joined three," an ambiguous sentiment, but alluding, perhaps, to the recognition by the first wife of her successor. It is not clear whence the bereaved husband drew the Latin of the texts—not from the Vulgate, nor from Tremellius. There is also an interesting Brass (now in the chancel floor) to Richard Bethell, vicar 1478–151$\frac{8}{9}$. Also one to Jno. Godsall, vicar nearly fifty-four years. In a glass case in this aisle is a fine copy of the 3rd ed. (1541) of Cranmer's Bible.

Over the N. door, and occupying the whole space between the windows on each side, is a 15th century *wall-painting*. It depicts the legend of St. Christopher, the "Christ-bearer." [Refer to the framed reproduction on wall underneath]:—

He was of vast strength and stature, twelve cubits high. Born in the land of Canaan and a pagan, he determined to attach himself to the most puissant prince he could find. To this end he travelled far, and at length found, as he believed, the monarch he sought; but observing him one day make the sign of the cross, when the devil was mentioned, he asked the reason. The explanation clearly pointed to the devil as more powerful than the prince. The wall-painting now takes up the story. At the left top corner the future saint is seen riding with the devil, who may be recognized by his satyr-like ears. Presently, says the story, they came to a roadside cross, and the devil, to avoid passing it, made a detour. Again questions were asked, and from the answers it was manifest that Christ was more powerful than the devil. Christopher, to give him his name by anticipation, started on a new quest. The wall-painting, below on left, shows him repudiating the devil's service, the Cross being represented, and in Christopher's left hand a palm-tree staff. The latter anticipates. Christopher comes across a hermit (top right-hand corner), who instructs him to serve Christ by carrying travellers across a deep ford. This he does, and presently a child seeks his assistance. Christopher carries him across with great difficulty, and then says, "Child, thou hast put me in great peril: thou wast almost as I had all the world upon me; I might bear no greater burden." To which the child answers: "Christopher, marvel thee nothing, for thou hast not only borne all the world upon thee, but Him that made all the world." This Christ-carrying is the main subject of the wall-painting. Christopher was instructed to plant his staff, which in the night became a palm-tree. The right-hand side of the painting shows the saint's martyrdom. He went to preach Christ at Samos in Lycia, but the king ordered him to be shot. The arrows refused to hurt him (says the story) and one went into the king's eye, who, on the saint's direction made a plaister of clay moistened with Christopher's blood and so recovered his sight and became a good Christian ever after. The painting seems to make the arrows pierce the saint as well as blind the king, but one version of the fiction says Christopher was presently beheaded.

About $\frac{1}{2}$ *m.* W. from the Church, just E. of the main road, which here makes an angle, is *West Court Manor House*, now a farm-house, and very picturesque.

It was built at different times: the E. wing in the reign of Henry VIII.; the main part W. from that, including the Porch, about 1579, the date on the Porch; the N. wing, adjoining the Porch, and short S. wing were added, *temp.* James I. The house has since been little altered.

A little further on, and about a quarter of a mile distant, we see, left, *Woolverton Manor House*, now also a farmhouse.

It is reached from Shorwell Church by the road on the S. side of the main road, and then almost at once bearing to the right. **Woolverton** was built by John Dingley, temp. Elizabeth, the 14th cent. manor house (its site indicated by the moat to the N. of the existing house) being then pulled down. Sir John Dingley, his grandson, appears to have carried out important internal ornamentations, and two good Jacobean chimney-pieces, in the drawing-room and a bedroom, are of his time.

The sea is now in sight as far as the chalk cliffs of Freshwater. About half a mile onward we pass, at an angle of the road, the ivied Limerston farmhouse. It is of Jacobean date, but offers nothing to reward the sightseer.

Early in the 12th century, Isabella (or Mabella) de Limerston, heiress of the manor, was married to Sir Roger de Tichborne, and the legend of the Tichborne dole is traced back to her. When in her last illness she desired her husband to set aside some land to provide a perpetual dole to the poor on Lady Day, he agreed to grant so much land as she could encompass whilst a brand on the hearth was burning. Pious intention lent strength to the dying lady, and she crawled round a plot of twenty-three acres! Limerston remained in the Tichborne family till the middle of the 18th cent., when it was sold.

On the Down, right, is a small tower, said to commemorate the daughter of a Mr. Bull who owned North Court in the earlier part of the eighteenth century.

Brighstone, pron. "Brixton" (*New Inn*, *Fire Bells*, small inns; 12½ *m.* from Ventnor Station; 4 from Calbourne Station on the Freshwater line) is an attractive village, which is all the pleasanter now that the rail to Freshwater has diverted a great part of the excursion traffic. It is about a mile from the coast at Grange Chine, and 120 feet above sea-level, at the foot of the central chalk range, which shelters it from the N. We have often observed that returning spring seems to pay an early visit here, though the place is not specially sheltered from the east. There is a small choice of pleasant lodgings. A very substantial village hall has been built at south end.

Brighstone Church, at the E. end of the village, is prettily situated in a well-cared-for graveyard. The church itself has unhappily had its architectural history disguised by a ruthless "restoration" about 1852. The bottom stage of the Tower is of the 14th century, but has an Early English west door, removed to its present position when the Tower was erected. The upper stages are Perpendicular, but the spire was added early in the 18th century. Owing to the substitution of Late Decorated windows for 15th century ones, the South Aisle is made to appear a century older than it really is. On entering, by the S. door, we at once see that the fabric dates back to the end of the 12th century, the arcade between the Nave and N. Aisle being Transitional Norman, verging on Early English. This arcade had been built up in the 15th century, but was opened and the Aisle rebuilt in 1852. The pulpit, not specially interesting in itself, is

Jacobean, and must often have been occupied by good Thomas Ken, who was rector from 1667 to 1669, not to mention his successors, Samuel Wilberforce (1830–9) and George Moberly (1866–9). Part of the Rood-loft stairs is preserved, and close to it a piscina.

Brighstone to Calbourne, $2\frac{3}{4}$ *m.*, but an hour's walk. The road goes N. from the bottom of the village and crosses the central chalk range at a *col* between Brighstone and Mottistone Downs. It is a steep climb to this point (416 feet), but the view looking back is fine, and that obtained in descending the less steep, north, side of the downs is also very beautiful—over Westover and Calbourne to the Solent and the New Forest. *Westorer*, the residence of Mr. Moulton-Barrett, is left of the road as we enter **Calbourne**, which readers of *The Silence of Dean Maitland* will recognize. The rail (Station, 1 *m.*, N.) has brought this out-of-the-way but pretty village a little more into the world, but it is still quite aside from tourist traffic. There is an inn (*The Sun*) at the cross-roads $\frac{1}{4}$ *m.* N. of the church, and a new chapel on left just before reaching it.

The *Church* is chiefly Early English, including the tower, which is at the S.W. corner. The ground-plan is peculiar in having a kind of transeptal aisle on the S. side. Unfortunately, the "restorer" of 1842 removed the old arcade and substituted one of his own. The N. transept, a mortuary chapel of the Simeon family of Swainstone, was then built and the church otherwise maltreated. The Early English font is interesting. There is also a 14th century Brass to William Montacute, Earl of Salisbury, 1397—at least, this is the tradition. A small quaint Brass to Daniel Evance, Precher (d. 1652), will also be noticed.

From Brighstone it is about $1\frac{3}{4}$ *m.*, by an undulating road, to **Mottistone**, where the large house, now subdivided into tenements, by the roadside near the church was the 16th-century Manor House of the Cheke family, a member of which was Sir John Cheke, tutor to Edward VI., and the first Regius Professor of Greek at Cambridge. The little *Church* is Perpendicular, and the Tower, windowless below the top stage, recalls the Pembrokeshire type. Adjoining the N. side of the chancel is the Cheke Chapel, but it contains no memorials of the family. Under the E. arch of the arcade is the slightly ornamental altar-tomb of Jane, wife of Sir Robert Dillington, of Knighton. She died in 1694. Of more interest is the Font, which belonged to the 12th-century church, of which it is the sole relic. The chancel roof is said to be of cedar, from the cargo of a vessel wrecked on the coast. The Pulpit is Jacobean. Injudicious restoration has robbed the church of much of its architectural interest.

About half a mile west of Mottistone is the hamlet of Hulverstone (*Sun Inn*), and $\frac{1}{4}$ *m.* beyond it the entrance to Brook House (C. Seely, Esq., M.P.), where Garibaldi was once a guest.

Here the road, left, leads down to (3 *fur.*) **Brook**, a tiny but picturesque little village with a possible lodging, but no inn; howbeit an important lifeboat station. The *Sun*, just mentioned, might suffice for a night if the tourist wished to explore the shore here. Brook to Freshwater *by the coast* is given, *p.* 47–48.

The road to Freshwater now turns to the right and ascends steeply past *Brook Church*, which has been rebuilt. The old church was destroyed by fire in 1863. The view looking back is pretty. After a stiff climb to the *Col* (312 *ft.*) between Mottistone and Brook Downs, the usual driving road is dull (see next small print). It descends to the farm hamlet of *Chessell*, and there

trends to the left along the N. side of the downs, hilly at first, and then steadily down hill to *Afton Farm*. There, turning to the left (right to Yarmouth, $2\frac{3}{4}$) it is rather over half a mile to *Freston*, where we turn to the left at *Stark's Hotel* down to **Freshwater Bay**, *p.* 58.

Alternative Route.—Instead of following the main road, the traveller, on foot or in a light conveyance, is recommended to take the road, left, over **Brook** and **Afton Downs**. It leaves the main road just beyond the top. The initial ascent of about 200 *ft.* presents no difficulty, and once on the top of Brook Down (541 *ft.*) the driving track leaves the summit a little to the right, but touches the 500 *ft.* level the rest of the way is in fine weather delightful. The down-walks of the Island are its greatest charm for the active pedestrian, and this one, in our opinion, is the best of them, and happily can be driven over. The view *par excellence* is N.W. over the Solent to the New Forest. Its beauty can scarcely be exaggerated. It has the advantage of that from Freshwater Down of a richer foreground.

The descent to Freshwater Bay is rather steep, but there is no difficulty, even in a carriage, for a new military road has been made.

Ventnor to Blackgang by the Inland Cliff, 6 *m.* This fine walk can be entered on either at the top of the Zigzag Road (*see Plan*), or at St. Lawrence Station or Red Barn path, *p.* 43. A good path makes it easy. About $\frac{3}{4}$ *m.* beyond High Hat the *Cripple Path*, opposite a hedge on the right, descends the cliff to the main road. Some 200 yards further on at a wall a path, right, leads to Niton (*p.* 35), but we continue straight on and presently bear to the right, and cross the Newport road to a lane which passes above the Sandrock Hotel, and takes us on to the top of Gore Cliff. The road to Blackgang is struck at the C.G. Station, and Blackgang Hotel and Chine (*p.* 44) are a few yards westward.

Ventnor to Blackgang by the Sea-cliff, $7\frac{1}{2}$ *m.* This is a pleasant walk but not specially to be recommended. We enter on it from the cliff ridge of Ventnor Park, *p.* 38. The path is distinct and not particularly up-and-down. Beyond Orchard Cove and its C.G.S. we pass a toy battery. The path just evades the top of Woody Point, which affords a fair prospect from Ventnor to St. Catherine's lighthouse. After descending to Woody Bay we pass inland of the Sugar Loaf rock. When in Binnel Bay the shore becomes low and miry with clay, it is better to leave it and take the road from Beacham Cottage (*Map*) to the main road. The coach-walk can be resumed by diverging to St. Catherine's lighthouse (*p.* 43), but the rest of it to Blackgang (*p.* 44) is scarcely to be preferred to the road, unless the geology of the cliff be an attraction.

Yarmouth.

Approaches: By rail *viâ* Newport; and by steamer from Lymington, see *p.* 58, where the coach to Freshwater and the road distances to the other coast resorts are given.

Hotels: *Pier*, B. and A., 3*s.* 6*d.*; din., 4*s.* *Bugle Inn*, B. and A., 2*s.* 6*d.*; din., 3*s.*, The Square. *Butler's Ref.-Rooms* (C.T.), The Square.

Steamers to Totland and Alum Bays, Round the Island, etc. (*See Yellow Inset.*)

Post and Telegraph Office in Quay Street. Open 7 to 8; Sun., 8 to 10. Del., 7, 10.30, 2, 6.15; Sun., 7 a.m. Desp., 9.50, 12, 6.45. Sun., 4.25 p.m.

Bank: *Wilts and Dorset*, The Square, open Tues. and Fri. from 12.30 to 3 p.m.

Distances: see "Walks and Drives."

Railway Station about ¼ *m.* south-east from pier (Isle of Wight Central Railway). 'Bus or brake to Freshwater, 1*s.*

Yarmouth (pop. 950) is the port of entry of a large amount of pleasure traffic, but it scarcely has its share of holiday visitors, though nowhere in the Island can safer bathing and boating be enjoyed. As its name indicates, it is at the mouth of the (Western) Yar, which is a tidal arm of the Solent extending inland to Freshwater Church, and almost insulating the Western corner of the Island. A causeway, with a drawbridge, crosses the mouth of the inlet (*foot passengers*, 1*d.*; *cycles*, 3*d.*; *motor cars*, 6*d.*) A substantial pier serves the steamboat traffic, and near by is the club house of the Solent Yacht Club. The regatta is held in the third week of August.

The town, one of the "rotten boroughs" disfranchised in 1832, has still an old-fashioned appearance in spite of modern rebuildings. It received its first charter in 1135, but was almost destroyed by the French *temp.* Richard II., and again in 1524. This led to the erection of the *Castle* by Henry VIII., and till well on in the last century this defence was of some importance, but is now leased to the proprietors of the *Pier Hotel*. The *Market House*, with Council Chamber over it, was built in 1763, and is of little interest, but there are interesting charters and a silver gilt mace in the custody of the Town Trust. The *Church* was rebuilt about 1635, and is architecturally poor, but has been made the best of. Of modern fittings the bronze lectern should be noticed. In the Holmes Chapel, to the S. of the Chancel, is a colossal statue of Admiral Sir Robert Holmes, d. 1692. It was originally sculptured to represent Louis XIV., but was captured by the Admiral, who had his own features substituted.

Holmes, "the cursed beginner of the two Dutch wars," began life as an Irish soldier of fortune. After the Restoration he served in the Navy, and it was his

capture of a Dutch vessel from the Guinea coast that supplied the gold for the first guineas.

"Holmes, the Actaeon of the General's fight,
Who first beset and tickled our eyes with Guinea gold."—*Dryden.*

This was in 1663 or 1664, and in the latter year Holmes took New Amsterdam, since then known as New York. He was Captain of the Wight from 1667 to 1672 and had prospered so well that he founded a family, long dominant in West Medina. The male line became extinct in 1825, but the heiress of the last baronet married the 2nd Lord Heytesbury, whose representative is still one of the principal landowners in this part of the Island.

Geology. Yarmouth is convenient as headquarters while examining the Upper Eocene and Lower Miocene strata of Boulder and Hempstead Cliffs, which begin about 1½ *m.* E. of the town. At low water the shore section exhibits all the strata of the Bembridge marls, and to them succeed the Hempstead series, of which Hempstead Hill consists. The clayey character of the soil makes collecting miry work, but nowhere in the Island can more beautiful fossils—salt, brackish, and fresh-water species—be found. The Hempstead beds are, with the exception of gravels and alluvial, the most recent strata found in the Island.

N.B. The small and diminishing collection of birds, fossils, etc., which used to be at the *Bugle* is now at *Butler's Refreshment Rooms* in The Square.

Walks and Drives from Yarmouth.

Yarmouth to Totland Bay, 2¾; **and Alum Bay,** 4¼ *m.* by road. This route begins by crossing the drawbridge over the Yar and following the causeway, whence a pleasant view is obtained across the Solent. The road then bends to the left, and passing Norton Lodge, right, ascends Hallett Shute. At 1¼ we take the right-hand road, and about ½ *m.* onward go to the right, and some 3 *fur.* further to the left. The road passes the Colwell Bay Hotel, and leads direct to the little street of **Totland Bay** (*p.* 65), and then soon ascends and passes to the left of Headon Hill to the Alum Bay C.G.S., whence for the Hotel we go to the right.

Yarmouth to Freshwater Bay, 3¼ *m.* by road. The road is the same as that for Totland (*above*) to begin with, but after ascending Hallett Shute we keep straight on. Close to Freshwater Church (*p.* 58) we go to the right, and descend to the Railway Station. Passing this and presently keeping to the right we go through Easton (*Stark's Hotel*), one of the many Freshwater hamlets, and thence follow the road down to the Bay and the principal hotels (*p.* 58).

Yarmouth to Alum Bay, by the coast, about 5 *m.* on foot. This is a fine walk with delightful views. After crossing the drawbridge and the causeway, instead of ascending the road, follow the coast track below "The Marina" and Norton Lodge. After passing Fort Victoria and Cliff End Battery you reach Linstone Chine, and cliff-top or shore may be followed to Totland Bay. It is better to take the *road* from Totland to Alum Bay, as the coast at the foot of Headon Hill, except at low tide, is rough and miry.

Yarmouth (*viâ* Shalfleet, 3¾) **to West Cowes, 11½; or**

Newport, 9¾ *m.* by road. These routes, dull on the whole, are identical to just beyond Shalfleet, where the church is interesting. From Shalfleet a detour may be made to Newtown, nearly 3 *m.* there and back. To include this in the journey to Cowes will add only about ½ *m.* to the through distance.

We leave Yarmouth eastward by the High Street to the N. of the church, and for something over half a mile skirt the Solent. Then the road trends inland over a commonplace, undulated district to **Shalfleet** (*New Inn;* station nearly a mile S.E.). The church, founded before 1085, has a massive Norman tower of two stages, but the upper part and the windows in it have been altered, and the S.E. buttresses built in the Perpendicular period. The spire was added about the middle of the 18th century, the expense being provided for by the sale of the bells and the parish gun:—

> "Those simple folk, the Shalfleet people,
> Sold their bells to build a steeple."

The almost windowless lower stage and the thickness of the walls point to the tower having been intended as a refuge in the case of piratical attack, to which a navigable arm of the Newtown estuary, within a stone's throw of the village, must have exposed the settlement.

The N. doorway, with its carved tympanum—the design has been variously interpreted—is a relic of the Norman Nave, but the rest of the building is Early English (except the porches). The arcade between the Nave and S. Aisle has graceful pillars of Purbeck marble, and most of the aisle windows have the heads pierced with vesica-shaped ovals—an unusual design. In the wall is the original 13th-century piscina, and there is a simple 17th-century monument without any name below the E. window. An aumbrey in the chancel, and two 13th-century tomb-slabs, charged with shield and spear, should be noticed. The risk of disaster incurred by the Early English builders when they made the arch in the E. wall of the tower is still visible in the bowed masonry.

Ascending the hill, about ¼ *m.* E. of the village, the road divides.

For Newport we bear to the right, and ¼ *m.* onward keep to the left—right to (½ *m.*) *Calbourne and Shalfleet* Station—and then straight forward. Presently, skirting Parkhurst Forest, left, we get a distant view of Carisbrook Castle away on the right, and opposite the Newport workhouse join the road from Cowes to Newport, and there turn to the right. After going under the railway and crossing a bridge over a stream, we keep straight on up St. James Street to St. James Square, the centre of the town.

For West Cowes we go to the left at the above fork. The road soon passes one of the creeks of the Newtown River, and about ¼ *m.* further on gives off, left, a road to (½ *m.*) Newtown.

Newtown (*Newtown Arms*, called "Noah's Ark," a village inn—oysters) is a small village on a peninsula formed by Clamerkin Lake and Newtown Creek, two branches of the ramified Newtown River. With the tide in, the situation has a

certain picturesqueness, but the place is only interesting as the relic of what was once a town of some local importance. From Shalfleet we enter it by a bridge over Newtown Creek, and a short distance onward come to the *Town Hall*, rebuilt in the 18th century.

History.—The origin of Newtown is unrecorded, but from very early times there was a settlement here engaged in the salt manufacture, which only ceased early in the nineteenth century. Oyster cultivation is still carried on. Worsley says that the place was burned by the Danes in 1001, and in 1256 it received a charter from Aymer de Valence, bishop-elect of Winchester, confirming apparently and enlarging its privileges as a borough, its name then being Francheville—"free-town," *i.e.*, free from manorial obligations, except suit of court. "Newtoun" occurs in a charter of 1318, and at that time the present shallow River was equal to accommodating "fifty ships of 200 tons each, opposite the town." In 1377 the French raided it, and it does not appear that it ever recovered its prosperity, though it returned two members to Parliament from 1585 to 1832, John Churchill (the great Duke of Marlborough) and George Canning (1806-9), afterwards prime minister, being among its representatives.

The Church.—Turn to the left (ancient "High Street") after passing the Town Hall—originally founded not later than the 13th century as a chapel subject to Calbourne—was rebuilt in 1856-7 out of the proceeds of the sale of the defunct Corporation property. The ancient "Gold Street" is now a lane parallel with "High Street," and "Broad Street," from the Town Hall northward, connected them. An amusing historical pamphlet is on sale at *the shop* on left at end of "High Street."

To regain (1 *m.*) the main road to Cowes, follow "Gold Street" eastward, and presently bear to the right—a pleasant, shady lane.

Nearly a mile beyond the above road to Newtown, the lane by which we have suggested the return from that village, comes in on the left, and half a mile beyond that we bear to the left to *Locksgreen*, a hamlet of the ecclesiastical parish of Newtown, with a neat school-chapel. The road soon bends to the right to *Porchfield* (6¾), and thence goes over Bunt's Hill and joins another road, where we turn to the left and at a school, 3 *fur.* onward, to the right up a short pitch. About a mile from this last turn at a cross-road we go to the left, and then almost immediately to the right.

Here the road straight on leads by Rew Street down to Gurnard Bridge, and then up to Gurnard (*p.* 70). The map shows how this may be used as a route into Cowes. It adds about half-a-mile with a considerable descent to the coast, and a subsequent ascent to the cross-roads at the S.W. corner of Northwood Park.

Our route is by Tinkers Lane up to a direction-post on the Newport road, where we keep straight on, and in a furlong or so have a choice of roads: (*a*) *left* (better for cyclists) to cross-roads at S.W. corner of Northwood Park, and there to the right, entering West Cowes by a rather steep descent along Park Road and Terminus Road to High Street; (*b*) *straight on* (main road) and in ½ *m.* to the left, past the cemetery, and down hill till over the railway. Then at a chapel down a steep hill, right, to the "Duke of York." There down to the left, and presently keep to the right and then to the left for High Street. The steamer pontoon is reached by going under an archway at the Fountain Hotel. For **Cowes** *see p.* 69.

Yarmouth to Calbourne (*Sun Inn*), 5; **Carisbrook** (Church), 9½; **Newport** (St. James Sq.), 10½ *m.* The first half of this road

is level and dull. We leave Yarmouth by High Street and in a long half-mile turn to the right, going over the railway bridge and passing the ivied fragment of the old church of Thorley. At a direction-post (1½) we turn to the left and proceed through *Thorley Street*, where is the new church (1871), to *Wellow* (2½; *Sun P.H.*). Here we turn to the right and follow the main road down to *Newbridge* (4) and when over the bridge turn to the right. At the *Sun Inn* (5), **Calbourne** (*p.* 51) village and church are a short distance to the right, but for Newport we keep straight forward. *Swainston* (Sir J. S. B. Simeon, Bart.) is on the left about a mile onward. It has a private railway station at Watchingwell.

The mansion is modern, but attached to it is a relic of the 12th and 13th century residence of the Bishop of Winchester. It is not quite clear whether the property belonged to the bishop as bishop, or as abbot, but his holding dated from the reign of Egbert and continued till that of Edward I. The building consists of a 13th century chapel, or hall, with a 12th century annexe, and has been restored.

The rest of the way, undulating, and then steeply down hill, calls for no description. Carisbrook Castle is seen away on the right, and the road runs through the village (*p.* 77) into Newport (*p.* 75).

Freshwater.

Approaches.—The easiest route from the mainland is by Lymington and Yarmouth, and on by coach (1s.). The connection is made by all the best trains. During the summer, steamers ply, in connection with principal trains, between Lymington and Totland Bay, some of them calling at Yarmouth.

Another route is by rail, *viâ* Newport, to Freshwater Station, and thence by omnibus.

Omnibuses.—Freshwater Station to *Freshwater Bay*, or *Totland Bay*, 6*d.*; to *Alum Bay*, 1*s.* *Luggage extra.*

Hotels.—(FRESHWATER BAY) *Freshwater Bay*, large and finely situated. *Albion*, comfortable. *Saunder's Temperance.* These are close to the sea. *Red Lion Inn* (near church).

Starr's, cyclists', at Easton, about ¼ *m.* inland from Freshwater Bay.

(ALUM BAY) *Royal Needles*, large and modern, just above Alum Bay Chine.

(TOTLAND BAY) *Totland Bay*, large, first-class, on the cliff-top.

(COLWELL BAY) *Colwell Bay* (formerly the *Nelson*), situated a full quarter of a mile inland from Colwell Bay (*see Map*).

Post and Telegraph Offices: *Freshwater Station*, *Freshwater Bay*, and *Totland Bay*. Freshwater open 7–8; Sun., 8–10. Del., 8.40, 3.15, 7.45; (callers) Sun., 5.40 a.m. Desp., 6.35, 9.20, 11.45; Sun., 5.50 p.m. All these seaside resorts require "Freshwater Station, Isle of Wight," to complete the postal address.

Bank: *Capital and Counties*, at Freshwater Bay, and School Green.

Distances by road: Freshwater Station to *Freshwater Bay*, 1; to *Totland Bay*, 1¾; *Alum Bay*, 2¾ *m.* (direct).
Freshwater Bay to *Alum Bay*, 2½; to *Totland Bay*, 2; to *Colwell Bay*, 2.
Alum Bay to *Totland Bay*, 1¾; to *Colwell Bay*, 2¼.

Freshwater parish includes the corner of the island west of the River Yar, and a considerable portion of the Downs east of Freshwater Bay. It thus contains the four distinct seaside resorts of Freshwater Bay, Totland Bay, Alum Bay, and Colwell Bay, to name them in approximate order of importance as watering-places. The total population is about 3,400.

Freshwater village and the parish church are on the west bank of the Yar, about ¼ *m.* N.E. of the railway station, and remote therefore from the holiday foci. The interior of the parish is thickly dotted with hamlets, of which Poundgreen, Schoolgreen, and Nortongreen are the chief. These hamlets call for no description, but their cottage accommodation is in some request during the summer with those who do not mind an inland location at a comparatively cheap rental.

Before giving a brief account of each seaside resort a few lines are required, *ætatis causâ*, by the parent village of Freshwater This is reached from the railway station (where there is an inn and a post office) by turning to the right up the hill. It consists of a few cottages and the *Parish Church*. Externally this gives little idea of the real age of the building, because the enlargement, which took place about 1873, involved new aisles and the extension

of the chancel. Thus the old church is almost enclosed by the modern additions. Of ancient features the West Tower is of the 13th century below, with a 15th-century battlemented stage. The doorway of the N. porch is Norman, but it is not in its original position. There is a peal of six bells and a striking clock.

The interior is interesting. The Nave of four bays is of two periods. The W. bay marks the lengthening of the church in the 13th century, the other bays belong to the building erected towards the end of the 12th century, as do the N. and S. chapels and the W. half of the chancel. The Norman doorway already mentioned originally formed the W. entrance to the S. chapel, and it has been suggested by Mr. Percy Stone (*Architectural Antiquities of the Isle of Wight*) that it was in fact the chancel arch of the oldest building, which consisted of the existing S. chapel and a nave to the W. of it on the site of part of the present aisle. On the wall outside the vestry door, a little to left of the organ pipes, is a small early 15th-century brass to Adam de Compton. Notice also the marble memorial to Lord Alfred and Lady Tennyson, also a tablet to Lionel Tennyson their son, to whom also they erected the fine statue of St. John near the communion table. On chancel arch by side of lectern is the entrance to old rood-loft. Freshwater was one of the churches given by William Fitz Osbern to the Abbey of Lyra in Normandy. On the suppression of alien priories in 1414 it was given by Henry V. to his then founded Sheen Priory. The 15th century work is due to the monks of that house.

Freshwater Bay.

For **Approaches**, **Hotels,** etc., see *p.* 58.

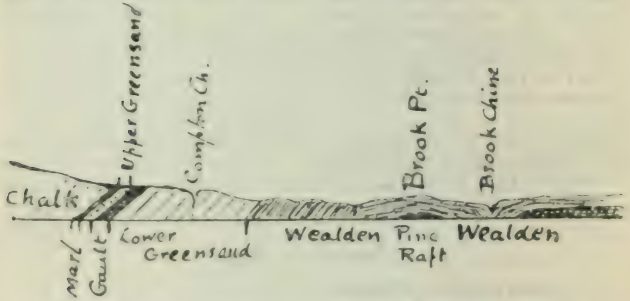
Freshwater Bay, as it is now called, used to be distinguished as Freshwater Gate, from the break in the cliff line. It is a pleasant spot, dominated on the one hand by the bold High Down, and on the other by Afton Down. Till the advent of the railway it was attractive by its remoteness; now the builder has invaded it, and with the lower ground of Afton Down in his hands it bids fair to become much as other places in the Island—overrun in the summer holidays. Still, it can never really lose its natural attractions of magnificent chalk cliffs and downs which are the perfection of breezy rambling-ground, commanding fine prospects.

The extent of open shore is limited, but sufficient, and the bathing is fair, Freshwater Bay being slightly recessed. On the W. horn of the bay is a redoubt, one of the many forts in this corner of the Island. Of walks proper to Freshwater Bay that over **Afton Down** (superb view) should be taken by every visitor. It is briefly described *p.* 52 as the termination of the journey westward from Ventnor. For the walk along the Downs from Freshwater to Newport, see *p.* 68.

Geology.—A line drawn from Sandown to Brook Point would represent approximately the anticlinal axis of the Island—that is,

the main line of upheaval which has brought up the lower beds to the surface. At the ends of this line the lowest beds observable in the Island appear on the shore—namely, the Wealden. The accompanying sketch indicates the position of the several strata between the chalk of Freshwater Bay and the "Pine Raft" at Brook Point. To the eastward the strata occur in reverse order. The Wealden extend as far as Atherfield Point, and then the Lower Greensand to Rocken End near St. Catherine's lighthouse. The Gault and Upper Greensand are not repeated on this S.W. coast section, but appear in the upper part of St. Catherine's Hill.

The sea does not permit of the beach being followed eastward from Freshwater, and so we proceed by road and cliff-top to Compton Chine, where a path leads down to the shore, the chine being a ravine cut by the streamlet through the Lower Greensand.



"The chalk, firestone (= Upper Greensand), and gault of Compton Bay are not very prolific in fossil remains; but the greensand (= Lower Greensand) yields *ammonites, trigonia, pernæ*, &c.; and numerous specimens of the large oyster-like *gryphea vesicularis* are generally scattered on the sands and shingle at the foot of the cliffs. At the point where the lowermost bed of the greensand is in contact with the Wealden clays, the distinctive characters of the marine and fresh-water deposits may sometimes be observed in a mass of the stratum but a few inches thick, marine shells appearing imbedded in the upper layers, and fresh-water shells in the lower portion.

"The beds of shingle along this coast consist, in a great measure, of chalk flints that have been broken and rounded by attrition into boulders, pebbles, and gravel. . . . The clear, transparent pebbles, with bands and veins of quartz and chalcedony, which in some specimens are as clear as crystal and in others of a bright yellow, amber, dark brown, and bluish-black colour, have a similar origin. The moss-agates . . . . are silicified chalk sponges, and the beautiful fossils (*Chanites*) commonly known as *petrified sea-anemones* are characteristic zoophytes of the white chalk. . . . But the shingle contains other siliceous pebbles which essentially differ from those of the chalk-flints. Some of these are composed of a dark-brown mottled jasper, and, when cut and polished, resemble the well-known Egyptian pebbles; others are of an opaque white jasper, veined with black dendritical or arborescent figures, or marked with zones of rich brown tints."—*Mantell*.

A detailed section of the Wealden Beds from Compton Bay to Brook Point is given in Mr. Bristow's *Memoir* (see above, *p.* 66), but it is too elaborate to admit of being usefully reduced so as to find place in this book. These inclined beds compose the cliffs below a horizontal cap of alluvial clays and gravel.

Near the western extremity of the undercliff formed in Compton Bay by the foundering of the blue Wealden beds, thin bands of tabular limestone having cracked, or dry-surface, markings covered with *Oysters*, and *Cyrena* or *Cyclas* occur in blue clay.—*Bristow*.

On the shore below the Wealden beds in Compton Bay fragments of shelly limestone are abundant, including the beautiful spiral shell, *Cerithium carbonarium*. The "Pine Raft" of Brook Point is briefly noticed on *p.* 47.

In the opposite direction—*i.e.*, to the W. of Freshwater Bay—**High Down** affords an enjoyable walk. About a mile from Freshwater Bay Hotel, and on the summit (483 *ft.*) of the Down, is a large stone **Cross,** erected to the memory of the late Lord Tennyson on the site of the old Nodes Beacon as a *mark* for sailors by English and American friends and the inhabitants of Freshwater. His favourite seat, Farringford House, is seen N.E. at the foot of the Down—and beyond it, if the tide be in, glitters the broad estuary of the Yar. The Solent and the opposite coast of Hampshire are fully commanded, with the long shingle bank running out to Hurst Castle.

About 2½ *m.* W. from the *Beacon* the descent of the end of the ridge brings us to a *Fort* (no admission). Just across Alum Bay, which lies below on the right, is Headon Hill, famous with geologists, and Heatherwood Battery. The *Needles* are at the extremity of the point we are on, but these isolated chalk masses appear comparatively small as thus viewed. On the outmost is a lighthouse. The descent from the end of the Down to Scratchell's Bay is no longer accessible, being within the lines of defence. The ominous letters W.D. may be variously interpreted as "War Department," "Where'y Dŏing," "Wight about Durn," or "Ware Destruction."

The descent of the N. side of the Down can be made to Alum Bay, *p.* 62.

By road from **Freshwater Bay to Alum Bay** is about 2½ miles, by the road going W. from Stark's Hotel. Beyond the turn it skirts the plantations of Farringford House (Lord Tennyson), but the favourite seat of the late Poet Laureate is inaccessible to the public.

"Where, far from noise and smoke of town,
I watch the twilight falling brown
All round a careless-order'd garden
Close to the ridge of a noble down.

"You'll hear no scandal while you dine,
But honest talk and wholesome wine,
And only hear the magpie gossip
Garrulous under a roof of pine:

"For groves of pine on either hand,
To break the blast of winter, stand;
And further on, the hoary Channel
Tumbles a billow on chalk and sand."*

At the head of Alum Bay Chine is a Coastguard Station, and

* Lines to Maurice inviting him to dine after having lost his professorship.

the road descends to the Alum Bay Hotel. For the Bay, however, we descend the Chine (*see below*).

Boat Trip. To appreciate the magnificent chalk cliffs of this corner of the Island requires a boat (12*s.* 6*d.* to 20*s.* for the voyage from Freshwater Bay round to Alum Bay and back). In fine weather, with a calm sea, this expedition is well worth the outlay. Of caves in the cliff may be mentioned in order *Freshwater Cave*, 120 ft. long by 30 ft. high, just under the Redoubt; *Neptune's Cave*, 200 ft. long; *Bar Cave*, 90 ft.; *Frenchman's Hole*; *Lord Holmes's Parlour and Kitchen* (*map*). A little further on are the superb precipices of *Main Bench* (*Roe's Hall* being 600 feet high), and then we come to the *Grand Arch*, probably the finest natural arch (200 *ft.*) on our shores. *Scratchell's Bay*, of which this is the E. extremity, is a small but grand recess. Rounding the Needles, we get a due impression of their size. The pointed rock from which they took their name fell in 1764. The *Lighthouse*, on a platform of the outmost mass, is connected with the mainland of the Island by a telephone cable, and the line is then carried along the chalk cliff of Alum Bay. It shows a white, red, and green light, occulting every minute. It is also a Lloyd's station. *See Lighthouses*, Introd., *p.* xviii.

Nothing can be more interesting, particularly to those who take pleasure in aquatic excursions, than to sail between and round the Needles. The wonderfully coloured cliffs of Alum Bay, the lofty and towering chalk precipices of Scratchell's Bay, of the most dazzling whiteness and the most elegant forms, the magnitude and singularity of the spiry, insulated masses, which seem at every instant to be shifting their situations, and give a mazy perplexity to the place, the screaming noise of the aquatic birds, the agitation of the sea, and the rapidity of the tide, occasioning not unfrequently a slight degree of danger—all these circumstances combine to raise in the mind unusual emotions, and to give to the scene a character highly singular and even romantic.—*Englefield*.

Alum Bay.

For **Approaches, Hotel**, etc., *see p.* 58.

This famous spot, once comparatively secluded, is now during the holidays visited by a host of tourists. It is a pleasant neighbourhood for temporary sojourn, and the accommodation for visitors—hotel, boarding-house, and a few lodgings—is much in request in summer. The place gets its name from the alum which used to be manufactured from the clays of the bay, but this industry has long been given up in consequence of the discovery that the shales of the coal-measures yield alum much more cheaply and abundantly. Geologically of the highest interest, Alum Bay, as viewed from above, is very beautiful.

This corner of the Island may be regarded as a fortress. Besides the Freshwater redoubt and the Fort already mentioned (*p.* 61) at the extremity of High Down, the end of the chalk promontory is honeycombed with galleries, whence quick-firing

guns and electric search-lights command the entrance to the Solent. On Heatherwood Point, the seaward face of Headon Hill, is a Battery, and, as the map shows, the coast thence to Yarmouth is a succession of forts, with Golden Hill Fort on the higher ground behind Colwell Bay. On the opposite side of the mile-wide entrance to the Solent is Hurst Castle, where modern batteries contribute their share to the defences. What with range-finders and telephonic communication, this approach to our great arsenal at Portsmouth may be regarded as secured. No hostile vessel, even if she managed to pass the Needles, could hope to escape destruction further on.

The green valley which forms the approach to the cliff is bounded on the south by High Down, and on the north by Headon Hill, and the ravine down to the shore affords a striking view of the strata of the latter eminence. Alum Bay has plenty of shade until the sun has reached the west, and boating and bathing can be enjoyed, though care is needed on account of the tidal currents. The full force of a south-wester is somewhat broken by the High Down promontory, but the seas are often exceedingly fine here. After storms of rain the cliffs, which have made the reputation of the bay, are seen at their best—the contrasted colours of the freshly exposed surface of the vertical strata being then specially vivid.

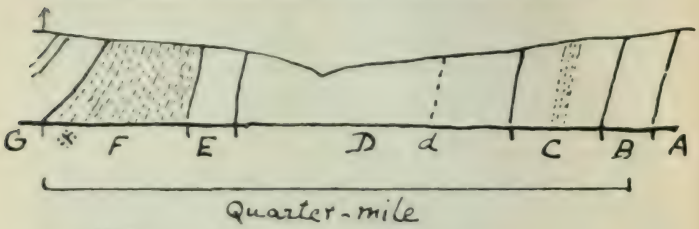
During the summer season, Bournemouth and Southampton send over many visitors, and in ordinary weather the Pier affords safe and easy means of embarking and disembarking.

The Cliffs.—We may remind the non-geologic traveller that the strata of Alum Bay, though they reveal themselves successively from S. to N., and have no appearance of having once rested vertically one above the other, yet they must have been deposited successively in a superincumbent position. The lowest and earliest formation here exhibited is the chalk (A), and in our description we shall reach this last, because the descent to the shore lands us near the opposite end of the section. We shall rightly conceive the geologic order of the strata, if in our walk along the shore from N. to S. we bear in mind that our course represents that of a section obtained by sinking a shaft vertically through horizontal strata.

Before briefly indicating the **Geological details** of the cliffs, we may quote Sir H. Englefield. After describing the grand perpendicular wall of chalk which forms the S. side of the bay, and is terminated seawards by the Needles, he says:—

"The magical repose of this side of the bay is wonderfully contrasted by the torn forms and vivid colouring of the clay cliffs on the opposite side. . . . The tints of the cliffs are so bright and so varied that they have not the aspect of anything natural. Deep purplish red, dusky blue, bright ochreous yellow, gray nearly approaching to white, and absolute black, succeed each other, as sharply defined as the stripes in silk; and after rains, the sun, which, from about noon till his setting, in summer, illuminates them more and more, gives a brilliancy to some of these nearly as resplendent as the bright lights on real silk."

This section, from geological survey, shows the thickness of the strata as they are a little inland from the cliff-face. Seen along the shore, the Bagshot beds are thicker than here delineated, and the plastic London clay less thick.



A. Chalk.
B. Plastic Clay (Woolwich and Reading Beds).
C. London Clay (Bognor Beds).
D. Lower Bagshot sands and clays.
E. Bracklesham Beds, Middle Bagshot.
F. Barton Clay, Middle Bagshot.
G. Upper Bagshot sands.

The shaded strata yield fossils. The dotted line *d* indicates a band of pipe-clay about 6 feet thick and full of leaves. * Shows approximately the spot where we reach the shore.

The *Upper Bagshot* beds (G) consist of yellowish and pure white sands. The latter have been largely used for glass-making. No fossils have been found in them here.

The *Barton Clay* (F), which extends on both sides of the spot where we reach the shore, is rich in fossils. This formation has a total thickness of about 300 feet. Beginning with the upper (north) layer it comprises dark blue clay, 24 feet; yellowish sandy clay, green in the upper part, 69. Both these divisions are full of fossils. Then come sands, yellowish, changing to green, 35, no fossils. Next is dark bluish-gray and ferruginous brown sandy clay, with *corbula* abundant, 53. About 8 feet from the top (north) of these dark clays is a 2-inch band of very small white quartz pebbles, containing sharks' teeth. Next is a band of gray and yellow sands without fossils, 9, which is succeeded by dark bluish clay, 65, full of fossils, and then, the lowest of the Barton clay, is greenish-gray sandy clay and sand, 45. Two-thirds along this is a narrow seam of hard marl with fossils. Throughout this Barton clay will have been noticed occasional bands of *septaria* (cement-stones) and narrow seams of lignite (fossil-wood—a kind of coal).

The *Bracklesham Beds* (E) are marked off from the Barton clay by a band of conglomerate, 12 to 18 inches thick, of flint pebbles of different sizes, some large. Next to this come sands, tawny yellow, white, and a 3-foot band crimson, 45 in all. To these succeed 25 feet of whitish marl, and then, in striking contrast, dark brown marls and clay, 40, with broad ribbons of lignite. These beds here contain no fossils.

The *Lower Bagshot Beds* (D) extend for more than 200 yards

along the cliff, and consist of narrow bands, or layers, of well-nigh every variety of colour—white, buff, yellow, pink, crimson, bluish, gray, brown, etc. They are chiefly sands, with occasional layers of sandy clay. No fossils have been found, but the pipe-clay band (*d*) is "crowded with the leaves of *land plants* of sub-tropical genera."

The *London Clay* (Bognor Beds) marked (c), where it adjoins the Lower Bagshot, consists of blue clay thinly seamed with ironstone. Then occurs a layer, 23 feet, of gray clayey sands, followed by bands of different thicknesses of dark clayey sands. The great body of the formation, 175 out of a total of 200 feet, is made up of brown marly sand, and sandy clay, and dark greenish sand. About midway in this last division some fossil remains are to be found, but they are not plentiful here.

The *Plastic Clay* (B) consists of clays chiefly reddish, some bright red and brown. It is not rich in fossils here, but they may be sought for in the beds roughly indicated by the shaded part on the section. These beds constitute the lowest portion of the Tertiary (Eocene) division.

"The surface of the *chalk* (A) in contact with the Tertiary beds is much worn, and covered by a layer of sandy loam, containing pebbles and rolled flints, which are invested with a coating of green earth." The flints, which form such conspicuous bands in the chalk cliff, bear witness to the enormous pressure that upheaved the beds from their original horizontal to their present vertical position. The flints appear whole and undisturbed, but on being taken out of the chalk they are found to have been crushed into fragments.

Alum Bay to Totland Bay, 1¾ *m.*; **Colwell Bay,** 2¼ *m.* by road. The Alum Bay end of this road is new since the Revised Ordnance map was made. We have inserted its course approximately. It bears to the left near the C.G. Station [the right-hand road, leads to Freshwater Bay, 2½ *m.*], and skirting the E. side of Headon Hill descends to Totland Bay. For the Totland Bay Hotel and the shore we turn to the left at Weston (*Map*). For Colwell Bay we keep straight on for about another ¾ *m.*, and then bear to the left.

Totland Bay.

For **Hotel,** etc., *see p.* 58.

Omnibus to Freshwater Station five times daily (6*d.*).

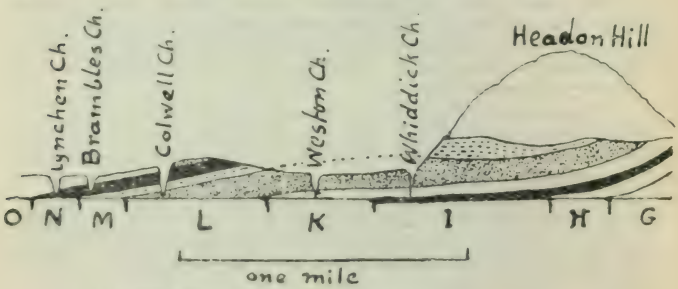
Steamers to Yarmouth (6*d.*), also to Bournemouth, Portsmouth, Southampton, etc.

Totland Bay is in the civil parish of Freshwater, but is ecclesiastically distinct, the district parish, which includes Alum Bay, having been formed in 1875. The church had to be enlarged in 1888.

On the brink of the cliff is the hotel, and, besides pleasant residences dotted about, there is a road of commodious villas at right angles to the cliff. At the east, inland, at the end of this is the nascent commercial part of the place.

The situation is healthy and airy, and from 70 to 100 feet above the shore. The beach has the drawback of being close under the cliff and fully exposed to the west, so that in the afternoon it is often stiflingly hot in summer. There are a sufficient pier (1*d.*) and a supply of bathing-machines, also a reading room and life-boat station on the shore. To the geologist the cliff section is of the highest interest, but the ragged slope of Headon Hill, which closes the view southward, is otherwise unattractive.

Totland is not favourably situated for distant excursions, and the best walks are along the cliff in each direction, or northwards along the small esplanade that has been constructed. The road to Alum Bay is sufficiently given the reverse way, *p.* 65. For other points in the neighbourhood see under Freshwater Bay, *p.* 59.



G. Upper Bagshot sands.
H. Clays and lignites.
I. Brackish water beds.
K. Clays, lignites, and ironstones. } Headon Group.
L. Sand-stones and limestones.
M. Clays and limestones.
N. Brockenhurst series.
O. Lower Bembridge marls.

This section is intended to indicate the order in which the beds successively rise from the shore. The scale applies only to horizontal measurement; for the sake of clearness the vertical height has been much exaggerated. The subdivisions given above are those of Mr. Judd, except that we exclude the Upper Bagshot from the Headon series. The dotted line between Weston and Whiddick Chines indicates the connection between the strata N. of Weston Chine with those of the upper part of Headon Hill. The geological structure of the upper part of this hill is hidden by gravel and land-slips, and even the lower part is far less clearly defined than in the sketch, owing to frequent founderings of the face of it.

"The lowermost stratum visible on the beach is a pure white sand (6); this is covered by a bed of yellowish clay. A series of variously coloured sands, marls, and clays, with layers of friable


THE SOLENT
Miles
Newtown Bay
Hamstead
Newtown
Shalfleet
YARMOUTH
Thorley
Wellow
Newbridge
Calbourne
Westover
Parkhurst Forest
NEWPORT
Carisbrook
Carisbrook Castle
Northwood
Cowes
Gatcombe
Totland Bay
Alum Bay
Compton Bay
Freshwater
Freshwater Bay
Colwell Bay
Hurst Castle
Milford
Lymington
Brighstone
Brighstone Down
Shorwell
Chale
Ventnor
Shanklin
Sandown
Brading
Bembridge
Ryde
Whippingham
East Cowes
Osborne
Medina R.
Yar R.

limestone succeed. The predominating fossils are species of the freshwater genera, but there are in some of the beds a few marine and estuary shells. Within fifty feet of the top of the hill there is a stratum of reddish-brown and mottled clay with seams of lignite; and on this is superimposed whitish sand and marl, with interstratified layers of concretionary limestone, full of fresh-water shells. A thick bed of gravel forms the alluvial covering on the summit of the hill."—*Mantell.*

The vertical sections (Geol. Ordnance sheet 25; 3*s.* 6*d.*) or the reduced sections in H. W. Bristow's *Isle of Wight* (Geol. Memoir No. 10; Longman, 6*s.*) are indispensable to the student. The amateur collector will obtain plenty of fossils from the Headon group, especially N. and S. of Colwell Chine.

Colwell Bay.

This little watering-place might feel hurt not to have its separate heading, but there is not much to say about it at present. The Hotel (*p.* 58) and a few lodging-houses offer accommodation to visitors. The chines and cliff sections (*p.* 66) provide famous fossil-hunting ground, and the seashore affords good bathing. Moreover, to be somewhat out of the world is a considerable attraction to some visitors, and Colwell has its patrons, who will not tolerate derogatory remarks. Like its neighbour, Totland, it is not conveniently situated for distant excursions, and the best walks are along the cliff in both directions. The Forts are inaccessible without a permit from the officer in charge at Golden Hill Fort, and that, we believe, is not commonly obtainable.

Freshwater Bay, along the Downs, to Carisbrook, 10¼ or 13, **and Newport,** 11¼ or 14 *m.* To either railway station adds about ½ *m.*

No pedestrian should fail to take this walk, which, in our opinion, is the finest to be had in the Island, and sojourners at Freshwater can, of course, make use of the rail in one direction. If the extra distance be no objection, the longer route is to be preferred; the two routes are identical west of Brighstone Down. The ridge walk from Freshwater Bay to Brighstone Down and down to Shorwell (8) can of course be made the beginning of a walk through to Blackgang or Ventnor, but the road between Shorwell and Blackgang is a dull 5¼ miles.

From Freshwater Bay a steady ascent lands us in 1¼ *m.*, say ½ hr., on the summit of **Afton Down** (415 *ft.*), whence the view is superb—coastwise from the bold chalk precipices of High Down, W. of Freshwater, to Blackgang and Rocken End, under St. Catherine's Hill; whilst from N.E. to N.W. the western half of the Island forms a foreground to the lake-like Solent in mid-distance, beyond which the richly wooded mainland constitutes the horizon for miles. Of Island objects the branching Newtown River, the River Yar and Yarmouth, Golden Hill Fort, and

the many hamlets of Freshwater, are clearly seen, whilst Hurst Castle and its long shingle spit appear to bridge the Solent. The two large barrows on Afton Down are only two out of many that dot these downs.

Still continuing eastward, and gradually ascending, we reach **Brook Down** (541 *ft.*—barrows), 3 *m.* from Freshwater Bay. Then a sharp descent leads down past a large marl-pit to the Freshwater and Ventnor main road, which we cross just N. of its summit-level and ascend the opposite steep, Pay Down, and so gain the summit of **Mottistone Down** (1¼ *m.*; 667 *ft.*—barrows). Hence the view takes in a large tract of the N. and N.E. of the Island, and in clear weather extends to Calshot Castle, the towers of Osborne, and Portsmouth.

A descent of about 250 feet now brings us to the Brighstone and Calbourne road (5 *m.*) which we cross at about its highest point, and continue by the wheel-track up the opposite hill on to the southern flank of **Brighstone Down**. If our route is to be the shorter one indicated at the head of this excursion, we shall probably make for the summit (700 *ft.*) which, with the exception of St. Boniface (or Wroxall) Down (787 *ft.*) above Ventnor, and St. Catherine's Hill (781 *ft.*) near Blackgang, is the highest land in the Island.

The view extends the whole length of the Island from the Freshwater cliffs to Culver cliff. In the valley descending E. from the Down are many pits—nothing to see—which are supposed to indicate prehistoric dwellings.

(a) Direct to Carisbrook. The track shown on the map, just E. of the summit of Brighstone Down, becomes a lane in about ¾ *m.*, and forms part of a Roman road. From a small copse about a mile down the lane there is a choice of routes either N. along Bowcombe Down, and then direct N.W. down to Carisbrook; or from the copse we can descend eastward to the Shorwell and Carisbrook road. The distance is about the same.

(b) Longer route. Instead of diverging to the highest point of Brighstone Down we keep this on our left, and proceed along the flank track, which soon ascends **Limerston Down** (654 *ft.*)—good view of the coast—and descends gradually at first, and then rapidly to the Shorwell and Carisbrook road at its highest point. Thence we recommend the traveller to make the short divergence down to Shorwell (8; *p.* 48) and then to climb once more, to Chillerton Down, and thence northward along Newbarn Down. The views in this part of the walk are very fine of the vale stretching away eastward, and the greater part of the N.E. of the Island is in sight. Garston Down is the continuation of Newbarn, and by it we descend to Garston farm, whence the lane, at first E., and soon N., brings us out into the Chale and Carisbrook road within a quarter of a mile of the Castle. For **Carisbrook** and **Newport,** see *pp.* 75–82.

Cowes.

Approaches : Steamers several times a day from *Southampton* (Royal Pier), *Portsmouth* (Harbour Station Pier) and *Ryde*. Also from *Yarmouth* (see *Yellow Inset* and local bills). Round the Island, twice a week or oftener in summer.

Railway Station, reached from the steamer-pontoon by going under an archway into High Street, then a few yards to the left, and then up to the right. Millhill also serves the south side of the town.

Hotels : (WEST COWES) *Marine*, only open part of the summer, and *Gloster* (C.T.), B. and A., 3*s*. 6*d*.; din., 4*s*.; both excellent, on the Parade. *Fountain*, B. and A., 4*s*. 6*d*.; din., 3*s*. 6*d*., High Street. *Crown* (C.T.), close to Pontoon. *Ye Pier View*, High Street (French spoken). *Globe*, Parade, and *George*, High Street, less pretentious.

(EAST COWES) *Royal Medina* (C.T.), B. and A., 3*s*. 6*d*.; din., 4*s*.; 10*s*. 6*d*. day, near the Floating Bridge. *Prince of Wales'*, B. and A., 3*s*. 6*d*.; din., 3*s*. 6*d*.; 8*s*. 6*d*. day, on the Newport road, a mile from the Floating Bridge, and opposite "Prince of Wales' Gates" of Osborne.

Restaurants : *Dolphin* (C.T.), 4*s*. 6*d*. day; 10*s*. 6*d*. Sat. to Mon.; 27*s*. week; 93 High Street; *Thomas's*, *Shepherd's* (and at Gurnard), smaller.

Post and Telegraph Offices, 73 High Street, West Cowes, and High Street, East Cowes. West, open 7–8; Sun., 8–10 a.m. Del., 7, 10.15, 1.10, 5.30, 9. Desp. (London), 9.20, 1.10, 2.30, 7.25 (8.0, July to September; 10.0 p.m., July and August).

Banks : *London and County* and *Capital and Counties*, West Cowes, and *Capital and Counties*, East Cowes.

Yacht Clubs : *Royal Yacht Squadron*, *Royal London*, *Island Sailing Club*, etc.

Consular Offices, 63A High Street.

Baths, on the shore beyond West Cowes Castle.

Churches : (W. Cowes) *St. Mary's* (with a mission-church in St. Mary Street) and *Holy Trinity*. The Roman Catholic chapel is in Carvel Lane. (E. Cowes) *St. James's*.

Steamers : Southampton and Ryde about every two hours, Round the Island, Bournemouth, Weymouth, Brighton, Beaulieu River, etc. *See Yellow Inset.*

Population : W. Cowes, 8,654; E. Cowes, 3,180.

Viewed from the water, **Cowes** is the prettiest spot on the shores of Wight, the centre of the picture being the harbour, flanked by well-wooded rising ground, on the slopes and at the foot of which are the marine villas and houses of the twin towns. From spring to autumn the Solent is alive with graceful yachts, and the "Cowes week" in August is *the* regatta of the season.

As the chief port of the Island—Yarmouth is an insignificant rival—and the home of a large yacht-building trade, it is always more or less busy, when the mere summer-holiday resorts are at a standstill. But in summer Cowes is thronged with the aristocracy of the yachting world as the headquarters of the Royal Yacht Squadron, whose club-house, *West Cowes Castle*, at the west end

of the Parade, incorporates what is left of a castle or fort erected for the defence of the port of Newport in the reign of Henry VIII.

East Cowes Castle, of the same date, has long since disappeared: it stood on Old Castle Point (*see Map*), but was a smaller work. The derivation of "Cowes" is unknown. It is a plural, and "the Cowe," which cannot be traced beyond 1512, seems to refer to a part of the Solent.

On landing from the steamer we pass under an archway into High Street, a narrow and rather mean thoroughfare, but with good shops. Turning to the right we reach Marine Parade, now called Royal Victoria Parade, as it was extended seawards in 1897 to celebrate the late Queen's Diamond Jubilee, a handsome stone balustrade running its whole length from the Globe Hotel to the Castle; but unfortunately this bears signs of not having been well done, as it has bulged towards the water in places over a foot, and the badly-concreted pavement is in a sad state of disrepair. This parsimony will, I fear, cost the town a good bit in the near future. The row of large houses was built by Sir Charles Fellows (1799–1860), the explorer of Lycia, who lived at "Terrace House" during his later years. West Cowes Castle has already been mentioned. The Gloster Hotel close by was formerly the Royal Yacht Squadron Club-house. Beyond the Castle is Prince's Green, a favourite promenade and lounge, furnished with seats, band-stand, an attractive fountain, and lavatories, etc. Further on, at Egypt Point, to which the Promenade is now extended, are the Bathing Machines and the Baths. The shore is safe for bathing, and is a popular playground, though somewhat rough at low water.

The walk can be continued westward, by a path along the shore, to (¾ *m.*) Gurnard Bay. There, on rising ground, affording a good outlook over the Solent as far as Hurst Castle and the Hampshire coast, is **Gurnard** (*Gurnard Hotel*), about 2 *m.* by road from the landing-place at Cowes. The principal thoroughfare is Worsley Road, which runs up from the shore and has the hotel at the top. The place may be regarded as a suburb of Cowes, and besides villas, school-church, post-office, and a few shops, has a good many working-class cottages. To the westward of Gurnard Bridge (*Map*) there is not much to tempt the pedestrian, and the shore of Thorness Bay is low and of tenacious clay.

Of the two **Churches** in West Cowes little need be said. *Holy Trinity*, near West Cowes Castle, was consecrated in 1832, and again in 1868 when the chancel was added. *St. Mary's*, at the top of the town, is a comely structure, rebuilt in 1867. Its predecessor was erected in 1653 (one of the few churches built under the Commonwealth), and consecrated in 1662. Never an object of beauty, it received hideous enlargement in 1832; the W. Tower having been previously added by Nash as a mausoleum for the Ward family of Northwood Park. East Cowes being in the old parish of Northwood (*p.* 74), *St. Mary's* was originally, and till the present century, a chapel-of-ease. The Roman Catholic Church was built in 1796 and is opposite the station. It contains on the north wall a valuable picture by Alessandra da Messina, "The Death of the Virgin Mary."

The eastern part of West Cowes has little to attract the stranger, but the vicinity of the Harbour and shipbuilding yards will be visited.

At Westbourne House (now a school), at corner of Mill Hill Road, Dr. Arnold of Rugby was born in 1795, his father being Custom House officer.

Connection between West and East Cowes is maintained by a **Floating Bridge** (every 10 *min.* till midnight; ½*d.* foot passengers; 1*d.* for cyclist and machine), or by steam launch from the pontoon in Medina Road (1*d.* on foot; 2*d.* with cycle).

East Cowes (Hotels, *p.* 69), from a holiday sojourner's standpoint, is less convenient than its opposite neighbour, owing to the best positions being appropriated by the private grounds of mansions. There are, however, some good lodgings, and East Cowes Park, after a chequered career, has now many pleasant villas, a Recreation Ground of four acres, a large Botanic Garden, and *St. James's Church*.

To the left of the Newport road and close to shore is *Slatwoods*, where Dr. Arnold of Rugby spent his early boyhood. As you ascend the hill out of the town, to the left is *Norris Castle*, built by Wyatt in 1804 for Lord Henry Seymour, and, from 1830 onwards, frequently the residence of the Duchess of Kent and the Princess Victoria; on the right, *East Cowes Castle* (Viscountess Gort).

The latter, which has nothing to do with the destroyed castle or fort mentioned, *p.* 70, was built for himself by John Nash, the architect of Buckingham Palace, Waterloo Place, Regent Street, etc. On one occasion, when Nash was entertaining the Prince Regent and the second Viscount Gort, the latter said, "I wish I could carry off this castle to Lough Cooter." "Give me 50,000*l.*, and I'll do it for you," replied Nash. The bargain was struck, and in due course Lough Cooter Castle, at an outlay of 80,000*l.*, became a famous show-place in the wilds of Co. Galway. But the Verekers went down before the Encumbered Estates Act, and the third Viscount had to sell in 1850, when the castle fetched less than a quarter of its cost.

Now, however, the best way out of the town from the Floating Bridge is to bear round to the left by a new broad road between factory walls, and then turn to the right up the fine York Avenue. On the right at its foot is the Town Hall, the gift of a Mrs. White, and along its left side are the grounds of East Cowes Castle. At the top, a little to the left, are the main gates to **Osborne.** We turn to the right, however, and proceed along Beatrice Avenue, a thoroughfare presented by the late Queen Victoria in exchange for the old road which interfered with the privacy of her Osborne estate. In it, on the left, is Osborne Cottage, the residence of the Governor of the Island, Princess Henry of Battenberg. Presently we turn to the left and arrive at the *Prince of Wales's Gates* (*Map*). Conveyances 6*d.* from landing stage. Osborne was built by Queen Victoria 1845–8, and subsequently added to. The architecture is Palladian, and was designed by Thos. Cubitt and Prince

Consort. It was her favourite residence, and here she died Jan. 22, 1901. The House and estate have been given to the nation by King Edward, the former as a Convalescent Home for about fifty officers of the army and navy, for whose use the gardens and grounds are reserved. The public (*no fees*) are allowed to visit the State apartments (April 1 to Sept. 30., Tues. and Fri., 11.30 to 5; Oct. 1 to April 1, Fri., 11.30 to 3.30, and on the Monday Bank Holidays), and enter at the *Prince of Wales's Gates*. No cycles or carriages admitted. Hand cameras are allowed. Descriptive catalogue at lodge, 4*d*. The House is entered at Princess Henry's entrance to the new wing. The apartments shown include the *Durbar Room*, very fine, containing Jubilee presents from India, etc., remarkable for richly wrought caskets, magnificent needlework and embroideries. In the centre is a small brass gun from Tel-el-Kebir (1882), and a favourite arm-chair of the late Queen. In the adjoining *Indian Corridor* are portraits of Indian princes and warriors. The view of the Solent with Portsmouth in the distance is delightful. Next comes the *Billiard Room*, containing Cope's picture of Cardinal Wolsey at Leicester, 1530. In the adjoining *Drawing Room* are magnificent vases of Venetian glass, six feet high, and some fine porcelain and crystal chandeliers. The *Dining Room* is the last room shown. These two last rooms contain many family portraits. The choicest art treasures and the best of the statuary have been removed to the Royal palaces, but there are many beautiful and interesting objects throughout, albeit there is little to attract the connoisseur. In the *Corridor* (rich mosaic floor) is some good statuary, notably "The Sleep of Innocence," by Jean Geefs; "Victory," by Rauch; and "Noble." Queen Victoria's favourite colley, by Boehm. In the *Queen's Entrance Hall* are statues of the late Queen by Gibson, Prince Leopold (Duke of Albany), Prince Consort, and Prince Albert Victor.

The *Swiss Cottage* (*Map*), now a museum, is also shown. It is reached on foot in about $\frac{3}{4}$ mile, but is disappointing.

About sixty acres on the right of the entrance gates have been reserved for the **Royal Naval College,** which was opened by the King in 1903. The old Osborne stables have been utilized as *Class Rooms*, and the dormitories are a series of *Bungalows* each containing thirty beds. There are also a *Mess Room*, a *Recreation Room*, and a *Gymnasium*. Over the fireplace of the *Writing Room* is a representation of the battle of Trafalgar in beaten copper, with the celebrated signal of Nelson, "England expects," etc. The *Workshops* are on the east bank of the Medina River, and the sloop "Racer" is used to accustom the cadets to sea life. Here at Osborne they spend two years, and then another two at Britannia College, Dartmouth, and a further two at sea, after which they choose the branch of the service they are most fitted for. At the present time the second son of the Prince of Wales is here, the eldest being at Dartmouth.

Walks and Excursions from Cowes.

The walk to Gurnard Bay is given, *p.* 70. The road to Newtown and Yarmouth (reverse way), *p.* 54–5. For the walk, 2½ *m.*, round the boundary of Northwood Park, see Map.

To Whippingham Church, 2 *m.* by road from the Floating Bridge (key at cottage next to Vicarage. Services, 11 and 6). The return by Northwood Church is about 3 *m.* Leave E. Cowes by York Avenue, and, a little beyond the Prince of Wales's Gates of Osborne, turn to the right, and 300 *yds.* onward to the left. Whippingham—church, rectory, and almshouses—is a pretty spot on the side of the hill, sloping down to the Medina River. The church was one of the six in the Island granted by William Fitz Osbern to the Abbey of Lyra in Normandy, and on the suppression of alien priories, *temp.* Henry V., it was given to the monks of Sheen. In 1854–5 Queen Victoria rebuilt the chancel and aisles, and the rest was completed in 1861. The foundation stone is at the south-east corner, and the design was Prince Albert's. It has been further enriched and added to by King Edward and his children and grandchildren by the addition of a beautiful marble reredos, the repairing of the chancel, general decoration, and a new oak roof. The general appearance is distinctly foreign. The style, so far as ordinary terms apply to it, is Late Norman and Early English. The churchyard is entered by a lych gate made of teak. Into a wall of the porch has been built a carved stone from the 13th-cent. building.

The general effect of the interior is rich, owing to the use of colour and the glass of the windows, by Hardman. The Royal pew is on the south side. The Royal memorials include a beautiful one to the Prince Consort, with a medallion-bust, by Theed; a medallion-bust to the Duke of Albany (Prince Leopold); to the Princess Alice; and to the Prussian Princes, Francis Fred. Sigismund, 1866, and Joachim Fred. Ernest Waldemar, 1879, placed here by the Queen in 1880.

The *Battenberg Chapel* is opposite the Royal pew, and contains the remains of Prince Henry. The screen is of gun metal, designed by Mr. Gilbert, R.A. The monument was Queen Victoria's memorial to her "dear son-in-law." The base is in delicately-tinted marble, and the panels above bear the arms and orders of the Prince and Princess. Above is the inscription, "In te Domine spero."

The *Altar table* is of marble, and above it is a large figure of an angel with spreading wings, by Princess Louise, and which is nearly 8 feet high, and dominates the east end.

The lofty lantern of the tower and the enriched arcades of the chancel are noticeable features. The font, designed by Princesses Christian and Louise (Duchess of Argyll), was given by the Queen, and is also an Albert memorial. Of other memorials, a tablet to Dr. Arnold's father, who was collector of Customs at

Cowes, may be mentioned, and one to Sir Henry Ponsonby. In the churchyard are the graves of many of the late Queen's servants. Dean Hook began his ministerial life as curate of Whippingham.

Opposite the church are the Victoria and Albert Almshouses, erected by the Queen in 1880, and close by is the Rectory.

The return to Cowes may be made by descending to the Ferry at the *Folly Pub. Ho.* (*see Map*). On the opposite side is Werror Farm, and either by the lane or through the wood we reach **Northwood Church,** the mother church of West Cowes, but itself, till 1545, a chapelry of Carisbrook. The building is of no particular interest, but has a richly-moulded S. doorway. This is Late Norman, and probably was moved to its present position when the S. aisle was built early in the 13th cent., to which date the S. arcade of the nave belongs. The N. arcade of the nave is Late Norman. The chancel seems to have been built about 1500, and to it were added an organ chamber and vestry when the church was restored in 1864, which is the date of the unsatisfactory W. tower. The pulpit, with canopy, is Jacobean. From the church it is only about a furlong due W. to the Cowes and Newport main road. This can also be joined nearer Cowes by proceeding due N. from the church, and the map shows the choice of roads down to the town.

Newport.

Railway Station : Holyrood St. Omnibus 6*d*.

Hotels : *Bugle*, High St. *Warburton's*, B. and A., 3*s*. 6*d*. ; din., 3*s*. 6*d*., Quay St. *Star*, B. and A., 2*s*. ; din., from 2*s*. ; 5*s*. 6*d*. day ; Sat. to Mon., 10*s*. 6*d*., St. James St. *Wheatsheaf* (C.T., N.C.U., Headquarters of the Isle of Wight Cycling Club), B. and A., 2*s*. 6*d*. ; din., 2*s*. 6*d*. (ordinary 1.15 p.m.), 1*s*. 6*d*., 18 St. Thomas Sq. ; and opposite *The Rose and Crown*, unpretending. *Roache's Temp.* (C.T.), 5*s*. 6*d*. day, St. James Sq. *Railway*, Holyrood St., corner of Sea St. *Temperance*, 37 Pyle St. *Dining Rooms*, 22 St. James Sq.

Restaurants: *Roache's* (C.T.), St. James Sq. ; *The Borough*, 127 High St. ; *Harvey's*, High St. ; *Medina* (C.T.), 25 High St. Garage at 21 High St.

Banks : *Capital and Counties*, 22 St. Thomas Sq. ; *London and County*, 119 High St. ; *National Provincial*, 107 St. James Sq.

Post and Telegraph Office, 99 High St. Open 8–8 ; Sun., 8–10 a.m. Del., 7, 10.50, 11.30, 5.45 (not Thurs.). Desp., 7, 8.45, 12.30, 2.45, 5.15, 7.30.

Literary Society and Museum, 30 Quay St. (11–4, free).

Free Club (with library, reading and smoking rooms ; noon to 11 p.m. free), Lugley St.

Newspaper: *County Press* (Sat.). **Market Day :** Saturday.

Coaches : to Ryde, *p*. 5 ; and to Shanklin, *p*. 30. (*See Yellow Inset*.)

Distances : by road, Bembridge, 11½ ; Blackgang, 9¾ ; Cowes, 5 ; Freshwater Bay, 11 ; Ryde, 7 ; Sandown, 9 ; Shanklin, 9 ; Ventnor, 10¾ ; Yarmouth, 9¾ ; Carisbrook Castle, 1½ *m*.

Newport (pop. 11,000), about 4 miles from the Solent, and at the head of the Medina navigation, is the commercial capital of the Island. Its name carries us back at least to the beginning of the 12th cent., and indicates the increased facilities for trade required by Carisbrook, which is the chief source of attraction at the present day, and is situated a mile S.W. of the town. Tourists might give Newport a little more attention if the coach proprietors would co-operate, also it behoves the hotel proprietors to draw the attention of visitors to the fact that it is a splendid centre for excursions, and cheaper than the seaside resorts. *Verb. sap.* Go there in "Cowes Week," and be comfortably housed and reasonably charged! (Our own headquarters are at *The Star*, a good posting house, with gymnasium attached, where large parties can be accommodated.) For cyclists, Newport is a capital centre.

From the Station we go up Holyrood Street, which runs into High Street, in which are the Town Hall (1816), with Jubilee Clock Tower, and containing a statue to Lord Chief-Justice Fielding, and the Bugle Hotel—"bugle" still current in the Island for a bullock. The inn used to be called The Bull.

Just off High Street, opposite the end of Holyrood St., is St. Thomas Square and the **Parish Church**. This was, alas! wholly rebuilt in 1854-5, and the old material ruthlessly discarded for perishable stone. It is a spacious building in the Decorated style,

and stands on the site of an older church dedicated to Thomas à Becket (1180). The massive pinnacled Tower is 132 feet high, and was lately restored at a cost of over £2,000. Its most interesting feature is the *Pulpit*, a rich Jacobean work said to have been given to the old church in 1631 by Stephen March, whose crest is on the panel of the back, and carved by Thomas Caper of Salisbury. The Sounding-board has, on its cresting, figures of Peace and Justice, between angels with trumpets, and around the edge is the text (*Isa.* lviii. 1): "Cry aloud, spare not; lift up thy voice like a trumpet."

The pulpit has two rows of panels, somewhat rudely carved, and perhaps Flemish: (*upper*) Temperance, Fortitude, Charity, Faith, Justice, Meekness, Hope; (*lower*) the seven Sciences, each of them named. The last, "Astrologia," would now be called Astronomy.

The *Reading-desk*, also by Caper, 1670, was made out of parts of the old chancel-screen, on which in gold is the text, "Give ear to my prayer, O God" (Ps. lv. 1), and on the east side, facing the chancel arch, carved at the top of the panel (left), "Fear God;" (right), "Honour the King." This latter was formerly erased, probably by some Roundhead. The *Font* is dated 1633. There are also a complete set of communion plate and two alms boxes, date 1635. In the chancel hang the old colours of the 113th and 116th Regiments, and on the arch above the pulpit steps is a brass tablet to Bishop Samuel Wilberforce. There is a peal of eight bells.

Of **Monuments** the most important is one of Carrara marble (by Marochetti), at the E. end of the N. aisle, placed by Queen Victoria to the memory of *Princess Elizabeth* (2nd daughter of Charles I.), who died at Carisbrook, Sept. 8, 1650, in her 15th year, three weeks after being transferred with her brother, the Duke of Gloucester, to the scene of her father's imprisonment. The broken iron bars above the monument are of course symbolical. She was buried immediately in front of the altar. The two side windows were given by the late Queen. The one above the monument, the Maiden's Window, was subscribed for by the young ladies of Newport.

Between the side windows is a medallion-portrait, also by Marochetti, to the memory of "Albert" from the townsfolk. The laying of the foundation-stone of the present church by the Prince Consort, Aug. 14, 1854, is recorded on the wall adjoining the monument. At the E. end of the S. aisle is the handsome monument, with alabaster effigy, of Sir Edward Horsey, captain of the Island, 1565–82.

Returning to High Street, and there going to the left, we reach St. James Square and the Market Place, in which is placed the **Isle of Wight Memorial to Queen Victoria,** the inscription reading, "To Victoria the Queen. This memorial was raised by the people of the Wight." It was unveiled by the governor of the

Island, Princess Henry of Battenberg, on August 13, 1903, and is of the following design:—From the roadway three steps, encircling the whole, lead to a triangular base, from the centre of which, from another smaller base, springs a graceful column, surmounting which is a Gothic lantern with spire, the apex of which is a Victoria Cross. Around the foot of the central column are grouped three figures representing Dignity, Fortitude, and Sympathy upholding the Crown of England, they in their turn being guarded by a lion-sejant placed a little below at each angle of the base. These figures and the crown are in bronze. The steps, base, column, lantern, and cross are carried out in the very durable Hopton-wood stone. The total height is 36 feet, and the architect was Mr. Percy Stone, F.S.A., of Newport. In St. James St., N. from the square, at the corner of Lugley St., is the *Grammar School*, founded (or refounded) in 1614, by Sir Thomas Fleming (son of the well-known Chief-justice of the King's Bench) and other Island gentlemen. The building has been added to, but the main part is that in which Charles I. resided during the negotiation with the Parliamentary commissioners of the abortive "Treaty of Newport" in the autumn of 1648. The school-room was the presence-chamber. The King's bedroom looked into St. James St. The present drawing-room, with its Jacobean chimney-piece was probably then the royal parlour. The King was carried off from here to Hurst Castle, Nov. 30, 1648.

At the south-east end of St. James Street is the *New Technical Institute*, to which is attached the *Free Library*, the gift of Sir Charles Seely to the town. The Guildhall is also worth a visit.

Before leaving the town, a walk along Pyle Street (the 1st turn on the left after leaving St. James Square by Upper St. James St.), and thence to the left along Sea Street will show the visitor a few bits of old Newport. No. 96 Pyle Street, the residence of the Roman Catholic priest, with its bay-window and lantern turret, is quaint. Sea Street leads into Holyrood St., where we began our perambulation.

Walks and Excursions from Newport.

1. **To Carisbrook** [*Castle*, B. and A., 2*s.* 6*d.*; din., 3*s.* 6*d.*; day, 7*s.* 6*d.* *Red Lion* (C.T.), B. and A., 2*s.* 6*d.*; din., 3*s.*; day, 7*s.* 6*d.* *Waverley Temp.* (C.T.), B. and A., 2*s.* 6*d.*; din., 3*s.* 6*d.*; Sat. to Mon., 15*s.* 6*d.* *Bugle* (N.C.U.). Boarding Est., *Mount Olivet* (C.T.), 6*s.* day], 1 *m.* S.W. During the season vehicles ply between Newport Station and the Castle, passing through the town. Carisbrook station, N.E. of the village, offers no advantage from Newport, from which the walk is pleasant.

Proceed to the west end of the High Street, passing the raised footpath called *The Mall* on right. At the fork there is a memorial cross to Sir John Simeon, M.P., of Swainston, a man much beloved in the Island. To the right of the road are the *Victoria Recreation Grounds*, presented to Newport by Mr. Tankerville Chamberlayne. A good pavilion has been added by the council,

and there is a cycle track. From the fork, take the left-hand * road of the two. At cross-roads, 3 furlongs further, go down the road nearly straight on. This almost at once begins to ascend, and skirts the Castle hill round to the entrance-gate, which is on the west side.

Carisbrook Castle (open daily except Sunday, 9 a.m. to sunset, *adm.* 4*d.*; 2*d. more for the Gatehouse Museum and* 2*d. for the Well House*), on its wooded hill, is a fine object as seen from the N.W., the dominant features being the towered Gatehouse at one end, and at the other the massive Keep.

The hill rises sharply from the Lukely valley on the N. & W., but on S. & E. the elevation is less marked. The summit of the hill is a plateau about 7 acres in extent—some 250 yards long from E. to W., and from 120 to 130 yards from N. to S. The whole plateau seems to have been included in the earliest stronghold, as it is now in the Elizabethan *enceinte*. It is the slightly higher W. half of the plateau that is occupied by the Castle proper. Of this the base of the curtain wall and the foundations of the Keep are of Norman date. The age of the earthworks is uncertain.

Historical Associations.—All-important as Carisbrook was from the Norman to the Stuart period as the Island-fortress, it only figures prominently in history in connection with Charles I. When the King, fearing, it is said, assassination, secretly fled from Hampton Court, Nov. 11, 1647, accompanied by Sir John Ashburnham and Sir John Berkeley, and made his way to the Earl of Southampton's at Titchfield, the idea was to cross to the Island and lie hid at Sir John Oglander's house at East Nunwell (*p.* 11), till the attitude of Colonel Robert Hammond, the Parliamentary governor of the Island could be ascertained. Failing to win over Hammond (nephew of Charles' favourite chaplain, Dr. Hammond) it was thought that the King might make his escape to France. Ashburnham and Berkeley proceeded to the Island, but the latter imprudently divulged Charles' whereabouts, and Hammond, true to the Parliament, accompanied them back to Titchfield. The King at once recognized that his scheme had collapsed. "Oh, Jack! you have undone me; for I am, by this means, made fast from stirring." was his exclamation to Ashburnham. On Nov. 23rd he arrived at Carisbrook, where he was received with due respect, but was henceforward virtually a prisoner. Till the following January, however, he was left free to range the Island and hold intercourse with the loyal gentry, though Hammond's vigilance was not relaxed. In that month, one Capt. Burley made a foolish attempt to raise the men of Newport to rescue the King, but was hanged (Feb. 3rd) for his pains, whilst Charles' liberty to ramble was limited to the outworks of the Castle.

The Royal Apartments were on the first floor of the buildings facing the Gatehouse, the presence chamber being over the hall, and the King's bedchamber to the S. of it. Here the King was lodged from his first arrival till the end of the following March. Then, having seduced some of his guards, he attempted, on the night of the 20th, to make his escape through his bedroom window, but stuck fast between the bars, where he would have had to remain till morning, had not he anticipated this difficulty and provided a rope attached to his bedstead, and so managed to withdraw himself. Hammond heard of the attempt, and the royal bedroom was exchanged for one adjoining the N. curtain wall, and a sentry posted below its window, immediately W. of the great

* If an extra half-mile be no objection, take the right-hand road, through Carisbrook village. A little beyond the Church, right, turn to the left. The road thus entered on affords the finest view of the Castle, for which you presently turn down to the left and beyond the Lukely brook bear up to the left to the entrance-gate.

buttress to the N. wall. Charles and his friends were not deterred from another attempt. By means of aquafortis, etc., several of the window bars were cut through, and on the 20th May it was arranged for the King to venture again, his friends being in waiting outside the lines with a horse to carry him to the coast, where a vessel was ready. But Rolfe, the commander of the garrison, got wind of the plan. Charles from his window saw that more persons were below than had been arranged for. So he showed a light—the signal agreed on in case of failure—and went to bed, whilst his would-be deliverers rode off to their comrades on the shore. Charles made no further efforts to escape. In August the Parliament resolved to treat with him, and giving his word not to attempt flight, he finally left the Castle on Sept. 6 for Newport, where he was lodged in the Grammar School (*p.* 77) during the long-drawn negotiations of the Treaty of Newport, which was signed Nov. 27th. By this time the Army was undisputed master of the situation. Hammond was summoned to Windsor lest he should prove a hindrance to the violent measures now resolved on, and on the 30th the officers sent by Cromwell carried off Charles to Freshwater, and across the channel to Hurst Castle. There he remained till Dec. 17th, when the final journey, to the scaffold, began.

In the summer of 1650, Charles II. having landed in Scotland, the Council of State ordered his young sister and brother, the Princess Elizabeth and Henry, Duke of Gloucester, to be transferred from the care of the Earl and Countess of Leicester, at Penshurst, to Carisbrook. They arrived here on Aug. 16th, but two days later the Princess took a chill. Every care was taken of her but (Sept. 8th) she was found dead in her bed, her face resting on the open pages of a Bible, given her by her father, at the last interview, the day before his execution. She was buried in the chancel of Newport Church, and the monument (*p.* 76) represents her happy release from prison. The young Duke remained at Carisbrook till Feb. 12th, 1653, when he was allowed to sail for Holland to join his married sister, the Princess of Orange. He died in 1660.

In 1889 Prince Henry of Battenberg was made Governor of the Island and Constable of the Castle. He died in 1896, and H.R.H. Princess Henry was appointed to succeed him in these offices. Since then much work, on conservative lines, has been done, and the Castle to-day fairly recalls the arrangements of Charles's time.

You enter the outworks by a **Gateway** bearing the initials E. R. (*i.e.*, Elizabeth Regina), the date 1598, and 40, the regnal year, but this is all but obliterated. The projecting bastion immediately to the right of this gateway was the old barbican, incorporated in the *enceinte* by Gianibelli, the Italian engineer, who constructed Tilbury Fort and was employed by the Queen, in 1597–8, to strengthen Carisbrook, in view of a second Armada.

The approach to the great Gatehouse is by a bridge across the ditch. The chain-holes of the ancient drawbridge remain on each side of the entrance.

The **Gatehouse**, as we see it, is of two periods. John de Langford (constable 1334-42) built it as far up as the square openings in the towers above the second string course. The battlements of his towers do not show on the outside, but are visible within. The upper part of the structure is the work of Anthony Widville, Lord Scales (lord of Wight, 1464–83). In passing through the gatehouse notice the grooves of the portcullises. The old oak gates are of Widville's time, but have been strapped with iron.

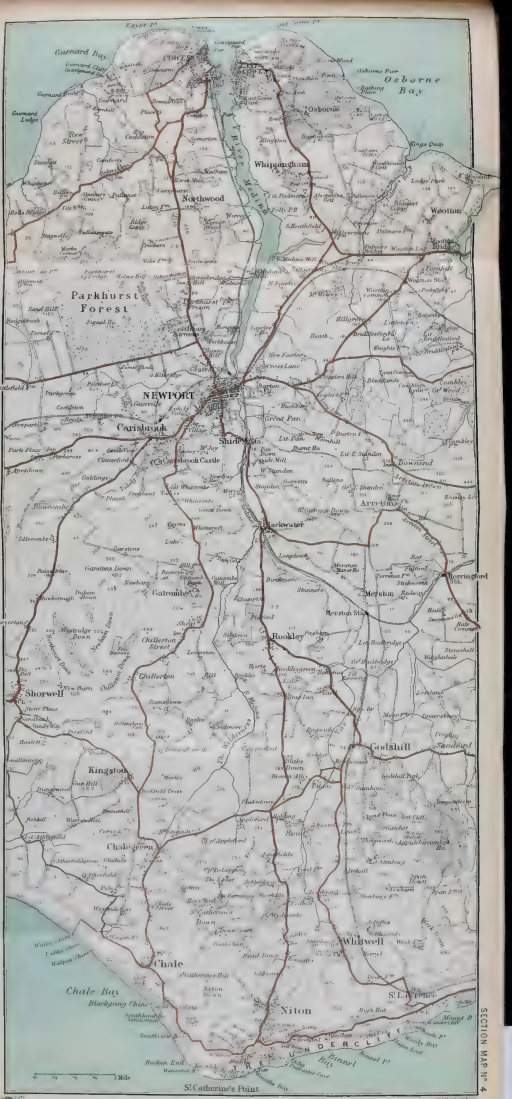
The **Rampart Walk,** along the curtain-wall, is reached by steps on the left after passing through the Gatehouse. Every visitor will be disposed to linger here and enjoy the comprehensive prospects. Charles I. used to take this walk twice a day. Keep

to the left. The curtain-wall is of the 14th century, but greatly altered by Gianibelli *temp.* Elizabeth. One unaltered loop will be found after passing the Gatehouse. The garden below was once the cemetery. At the S.W. corner is a "Knight"—a projecting tower with a platform for cannon—and another is at the S.E. corner. These were Gianibelli's additions, and they are dated on the outside 1602 and 1601 respectively. He also made the great embrasures for cannon. Beyond the S.E. Knight the path leads by a bridge to the N.E. (or Postern) Tower, from which we overlook the *Bowling Green* made for the recreation of Charles I. The *earthworks* are doubtfully prehistoric—they may be Norman. The path, quitting the rampart, skirts the Keep mound, and bearing to the left leads to the Keep steps. Ascend them.

The Tower-gate, which forms the entrance to the Keep, is a 14th-century addition, but the **Keep** itself was perhaps built by Earl Baldwin (beginning of 12th century), though refacing from time to time makes its date uncertain. Within the entrance, left, is the Keep Well House—the well filled up. Notice the sockets of the great wheel in the wall. The interior arrangements of the Keep are represented by remains of Edwardian date—fireplaces back to back, an oven (later), and a garde-robe. Steps lead up to the platform over the entrance tower, whence there is a fine view over the N. half of the Island and a commanding one of the Castle itself.

Half-way down the Keep steps, on the right, we reach the **N. wall rampart walk,** and follow it to the top of the steps by which we quitted the base court.

Descending the first flight, we turn left through the remains of a window and along the path below the N. Curtain. We are now on the first floor of the **Officers' Quarters,** a 15th-century building altered in the time of Elizabeth, and of little interest. Next to this is a ruined Bakehouse with ovens, and beyond it the relics of the work of *Isabella de Fortibus*—see History in Introd. Notice the bay window (1272) with steps up to its window-seat, the remains of a fireplace, the service hatch, service entrance, and the blocked-up door to the Great Hall. We now come to relics of Charles's sojourn. The bedroom assigned to him, after the first attempt to escape, was in the upper part of the small chamber next reached, and its window in the N. wall is that from which the second attempt was to have been made—see "Historical Associations," *ante.* Through a door, right, we now ascend the stairs to **Charles's Presence-chamber,** over the Great Hall. The doorway to his bedroom is blocked up; the Princess Elizabeth—see "Historical Associations"—is said to have died in the room at the N.W. angle. At the opposite corner a grilled doorway affords an unsatisfying view of the **Chapel of St. Peter,** built by Isabella de Fortibus, but practically destroyed by Sir Geo. Carey (afterwards 2nd Lord Hunsdon), who became


Osborne Bay
Osborne
Whippingham
Northwood
Wootton
Parkhurst Forest
NEWPORT
Carisbrook
Shide
Carisbrook Castle
Downend
Arreton
Barlewart
Merston
Gatcombe
Rookley
Shorwell
Chillerton
Gestshill
Kingston
Chale Green
Whitwell
Chale
Chale Bay
Niton
St Lawrence
St Catherine's Point
SECTION MAP Nº 4

Captain-General of the Wight in 1582. The staircase is only about 200 years old.

Leaving by the door by which we entered, we bear right down some steps, and then round to right past the back of the **Deputy Governor's Quarters** (private) to the **Well House.**

The building S.E. of the caretaker's house is the **Well House.** The building itself is of the 16th century, but is only the last of at least three structures. The Well, 161 feet deep, is worked by a draw-wheel 15 feet 6 inches in diameter (1588), to which, as every child knows, a donkey supplies the motive power. It seems probable that this well dates from the 12th century (? 1150), but subsequent to 1136, when Earl Baldwin de Redvers who had completed the Castle (which his father, Earl Richard, had begun) was unable to hold it against Stephen owing to lack of water. The Well is 5 feet 3 inches in diameter, masonry extends down 16 feet, the rest being through the solid chalk. There is 40 feet of water, but it ran dry about ten years ago.

The Deputy Governor's Quarters include the **Great Hall,** which dates from the 12th century, as shown by a small window in the E. wall. Its fine chimney-piece is assigned to William de Montacute, Earl of Salisbury, who was Warden of the Island, 1385–97.

The **Chapel of St. Nicholas** on the left, as we return towards the Gatehouse, is on the site of a 13th-century chapel, which was served by the Abbot of Quarr, and is said to have been parochial, that of St. Peter being the private chapel. In 1738, when Lord Lymington was Governor, the old chapel was destroyed and a new one built. This wretched object was unroofed in 1856, and the chapel as we see it was completed in 1905 to the memory of Charles I., of whom there is a fine bust. The altar and reading desk come from Queen Victoria's private chapel, being presented by the King.

We have yet to view the inside of the **Gatehouse,** and go up the steps on the left. Passing, right, the 14th-century *Forge-house*, a vaulted passage leads to the interior, which has been restored as a memorial of Prince Henry of Battenberg. In the N.W. tower the floors have been replaced. There is an iron staircase in the other tower which leads up to the top stage, and down to another entrance on ground level. The **Armoury,** the principal room, is a museum. Besides a portrait of, and a heraldic bronze to, Prince Henry, there are several *Stuart relics*, transferred from Windsor Castle, among them Charles's nightcap, and a ring containing a piece of the dress of Princess Elizabeth, also King Charles's Bible and Prayer-book, which was for long missing, but now presented by the Rev. Mr. Greatorex in 1900. Next the Armoury is the Portcullis chamber, but with nothing except the sockets of the gear, and various portraits and plans, and a copy of the warrant to execute King Charles I.

On leaving the Castle turn to the left and follow the *enciente*

round to the N.E. angle, where the path joins the Newport road.

The **Roman Villa** is at the foot of the vicarage garden; entrance from the adjoining lane (6*d.*). It is of small interest compared with that near Brading (*p.* 20), and the pavements are none of them of importance. It was discovered in 1859. One has a vase and flowers in the centre, but the rest are without pictorial designs. The largest is about 22 feet square, and has in its centre a chessboard pattern. The coins date from A.D. 250–350, and include an early Gaulish coin—a trace of pre-Roman days—also an "aureus" of Vibius Severus, A.D. 461–65.

Carisbrook Church (key at Post Office, a little below), picturesquely dominating the village, has a fine Perpendicular Tower—notice the date-panel, held by monks, on west side, 1470. The church was originally the church of a Benedictine Priory subject to Lyra in Normandy. Of the monastic buildings which were to the north of it nothing is left, but the arched recesses in the exterior of the north wall are said to be sepulchral and to mark the burial-places of priors. The westernmost recess has Transitional details, and may have covered the grave of Prior John de Insula (end of the 12th cent.). The larger recess next it is fully developed Early English, but its occupant is unknown. The N. doorway, the monks' entrance from the cloister, is of the 12th century. The chancel was pulled down by Walsingham, Elizabeth's Secretary of State. He had acquired the Priory from the Worsleys by marriage and adopted this plan of saving repairs. The S. porch (in which is an old sarcophagus); the part of the aisle between it and the tower, and the debased Perpendicular windows throughout, are of Walsingham's time, but the S. doorway was shifted from the original aisle to its present position.

The interior has several points of interest. The church originally consisted of a Nave of five bays, with a narrow aisle and the destroyed Chancel. It is mainly of the third quarter of the 12th century. At the end of that century the aisle was widened to the extent of three bays and screened off as the Parish Church, the monks using the rest. The columns are late Norman and carry a pointed arcade. The filled-up chancel arch is still visible. The buttresses of the Tower project into the church and are a conspicuous feature.

The Pulpit is dated 1658, and the Font and its cover are perhaps 50 years older.

The S. Aisle retains an Early English credence recess and a long shallow niche, which probably held an image of the Virgin.

Of *monuments* the most important is to Lady Wadham, on N. wall, wife of Sir Nicholas Wadham (captain of the Island *temp.* Henry VII.) and aunt of Queen Jane Seymour. The lady is represented kneeling, and behind her are objects of her bounty. There is also preserved the upper half of the tomb-slab of a 12th-century prior.

Routes from Newport. These have most of them been already given the reverse way :—

To **Ryde,** road, 7 *m.*, *p.* 9.
„ **Sandown**, rail, $8\frac{3}{4}$ *m.*, *pp.* 21-26.
„ „ road (two routes), $9\frac{1}{4}$ *m.*, *p.* 29.
„ „ „ (*viâ* Godshill), 11 *m.*, *pp.* 26-28.
„ **Shanklin,** road (*viâ* Arreton), $8\frac{1}{2}$ *m.*, *p.* 33.
„ „ „ (*viâ* Godshill), 9 *m.*, *p.* 33.
„ **Freshwater Bay,** pedestrian, 11 or 14 *m.*, *pp.* 67, 68.
„ „ road, *viâ* Calbourne and Chessell, $11\frac{1}{4}$ *m.*, *pp.* 56 and 51.
„ **Yarmouth,** road (*viâ* Shalfleet), $9\frac{3}{4}$ *m.*, *p.* 54, 55.
„ „ (*viâ* Calbourne), $10\frac{1}{2}$ *m.*, *p.* 56, 57.

Newport to Blackgang, $9\frac{1}{4}$ *m.* This is the shortest road. It goes by Carisbrook, passes Gatcombe (for the Church *see p.* 28), Chillerton Street, 4, Chale Green, 7, and Chale, $8\frac{1}{2}$ *m.* Another route, somewhat easier in gradients, is by Blackwater, and Rookley to the crossing ($5\frac{3}{4}$) of the Godshill and Chale Green road, and there to the right to Chale Green, $7\frac{1}{4}$ *m.* For Blackgang, *see p.* 44.

Newport to Sandrock, $8\frac{3}{4}$, **or Ventnor,** $12\frac{1}{2}$ *m.* This is by Blackwater and Rookley and Niton to the Undercliff road, where for the Sandrock Hotel you go to the right, but for Ventnor to the left; see for the latter road, *pp.* 42, 43 (reverse route). Another route ($11\frac{3}{4}$ *m.*) between Newport and Ventnor is by Rookley, Godshill, $5\frac{1}{2}$, Whitwell, $8\frac{1}{4}$, and St. Lawrence shute (*p.* 42), a very steep descent to the Undercliff road.

Parkhurst Barracks are situated on the left of the West Cowes road, about $\frac{3}{4}$ *m.* north of Newport. The **Prison** is about $\frac{1}{4}$ *m.* further. Both are large and important establishments, but not of any interest to the tourist on pleasure bent, and preparations are now being made, embodying 30 acres, in Parkhurst Forest for the erection of the new type of prison instituted by the Prevention of Crime Act of 1908, and in which professional criminals, after serving a term of penal servitude for their latest offence, will be detained for an indeterminate time under less rigorous discipline until the authorities are assured that they can and will lead an honest life.

Voyage Round the Island.

Steamer from Ryde (about 11.15 a.m.) and Cowes three times (Monday, Wednesday, and Saturday) a week in summer. Fares: 3*s.* and 2*s.* 6*d.* Refreshments can be had on board. The voyage takes about 6 hours, and, unless the tide requires it to be reversed, the course is usually eastward to begin with, the return being by Hurst Castle and the Solent.

The vessel is often crowded, and the enjoyment of the cruise is wont to be marred even for the good sailor by the alloyed pleasure of the many. With a really calm sea the trip is delightful, but with anything of a breeze from the S.E. or S.W. the run from Sea View round the south of the Island to Alum Bay is certain to be trying. The Map (*p.* 1) and a good field-glass or telescope will enable the coast places to be made out. The finest sights are the chalk cliffs of Culver Point and of Freshwater, the latter including the grand precipice of Main Bench, Sun Corner, Scratchell's Bay, the Needles, and then the strikingly coloured bands of Alum Bay at the western extremity of the Island can only be appreciated from the water. A tremendous tide runs through the gut between Cliff End and Hurst Castle, and then the sheltered Solent is entered on, and the coast on either hand is comparatively featureless until, rounding Egypt Point, Cowes, the most beautiful spot as seen from the water, comes into view.

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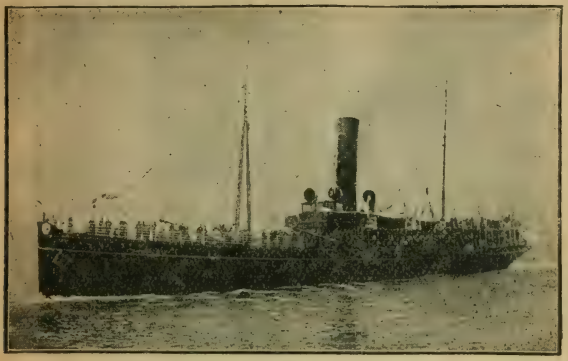
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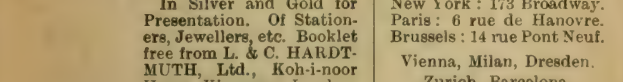
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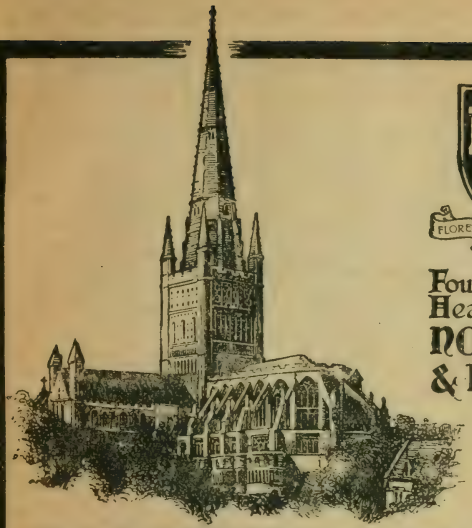
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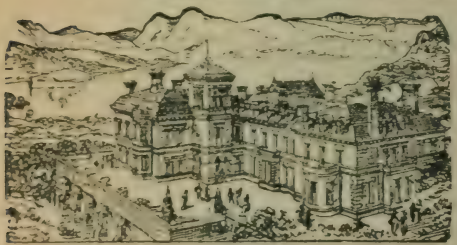
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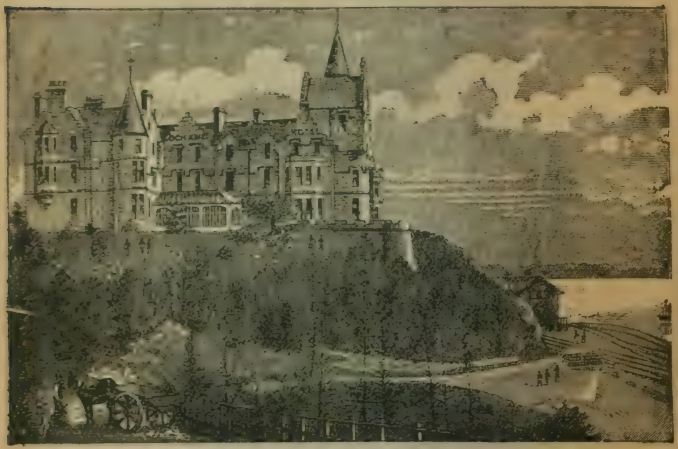
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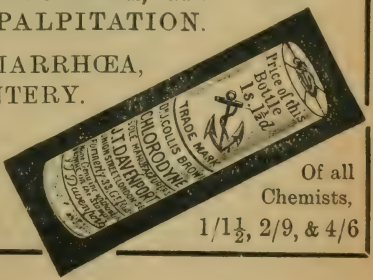
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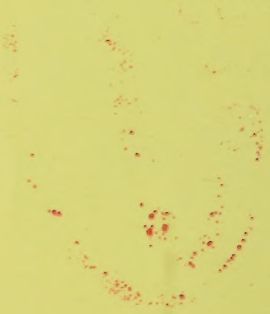
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